Weather
Fair weather. The maximum temperature yesterday was 79.7 and the minimum 56.1, the figures for the corresponding day last year being 83.5 and 52.9.

The China Press
大陸報

The Mail Box
MAILS for America-Europe, Str. Empress of Russia, Oct. 23.
FOR Europe and way ports, Str. Kashgar, Oct. 18; Ord. 11 a.m.
FROM America and Europe, Str. Nanking, October 21.
FROM Europe and way ports, Str. Novara, October 19.

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U.S. ABANDONS PRICE PROBE AS COST OF LIVING DROPS

Department Of Justice To Dismantle Bureau November 1

SUGAR 11 CENTS

Secretary Houston Declares No Commodities Will Be Withheld

(*Reuter's Service*)

Washington, October 15.—The Department of Justice campaign against the high cost of living will be ended and the entire "fair price" organisation dismantled on November 1.

Topeka, Kan., Oct. 15.—Mr. Hoover, addressing a meeting here today of the heads of the Kansas farm organisation, bankers and businessmen, urged control by the Boards of Trade to prevent speculation in farm produce.

MARKETING CONTROL

He endorsed the co-operative marketing movement and urged that it was to the good interests of all farm organisations in Kansas to make the scheme more general as it was the first constructive step to solve marketing problems.

Mr. Hoover urged the Government to call a congress of farmers and the bankers and directors of marketing associations.

The manipulation of prices, he said, should be eliminated by limiting the volume of trade to the satisfaction of present and prospective needs.

San Francisco, Oct. 15.—Refiners here announce that fine granulated sugar has been sold to jobbers in allotments at 11 cents, a reduction in price of 1 cent.

New York, Oct. 15.—Raw sugar was quiet today. No business was reported in Cuban varieties.

NO COMMODITIES WITHHELD

Washington, October 15.—Mr. Houston, Secretary of the Treasury, reiterated today to representatives of agricultural interests that the Treasury refused to be a party to withholding any commodities from the food market in order to maintain artificially high prices.

The speaker of the delegation made a friendly criticism of Mr. Houston's recent statement that he expected prices to begin to recede. Mr. Houston frankly replied that his statement properly represented the present conditions.

HAVANA SUGAR DROPS

New York, Oct. 15.—The Amsterdam correspondent of the Associated Press wires that Havana sugar reached the low level of 660 on the Bourse yesterday.

STILL GOING DOWN

New York, Oct. 18.—The Labor Department reports that the downward movement of prices continued in September, when the average cost of a family budget was $15.95, as compared with $16.42 in August.

The index number for wholesale prices in September was 326.6, as compared with 330.2 in August and 346.8 in July.

Herrick In Praise Of French Revival

(*Reuter's Service*)

Paris, October 15.—Before leaving France, where he has been making a short visit, the former United States Ambassador, Mr. Herrick, made a point of addressing to France through the Franco-American Committee a message in which he expresses his admiration for the work of reconstruction which is being carried out in France.

"May France continue peaceably to accomplish her daily task in the way she has set for herself," declared Mr. Herrick. "She may be assured, in anything that may be said and done, that she can have confidence in the United States.

U.S. Medals Given To French Officers

(*Reuter's Service*)

Paris, October 15.—Mr. Hugh Wallace, the United States Ambassador at Paris, yesterday in the gardens of the United States Embassy presented American naval medals and crosses to French officers.

Million Coal Miners To Go On Strike Monday Great Britain's Report

Officially Announced That Conference Has Decided On Walkout As Only Solution Of Wage Problem

(*Reuter's Service*)

London, October 14.—It is officially announced that the Miners' Conference has decided on a strike. The strike notices expire on Saturday and unless unforeseen intervention occurs, more than a million coal-miners will be idle on Monday.

The result of the miners' ballot showed 181,428 votes for acceptance of the owners' offer and 635,098 against, the majority against being 453,670.

The Miners' Conference remained in session all the afternoon but, prior to its adjournment, Mr. Lloyd George had not replied to the Conference's letter, intimating the strike decision. The Conference will resume tomorrow.

ADVISED BY EXECUTIVE

Later.—The decision that the coal-miners' strike notices should expire on Saturday was the outcome of a recommendation by the Executive which the Delegates' Conference adopted by 154 votes to 27.

London, October 14, 8:35 p.m. —The coal strike outlook is blacker tonight than it has ever been during the months of crisis. The gloominess of the situation is reflected in the Prime Minister's reply to the Miners Federation's intimation of the result of the ballot and their notification of a cessation of work on Saturday, unless the 2/- a day wages advance is granted.

"In facing the trials which the decision of your Conference has today imposed upon our people," gravely observes Mr. Lloyd George, "the country will doubtless be fortified in its determination to endure by the fact that the proposals of its elected Government received the support of the most responsible and experienced minds within the Miners Federation."

FEAR DISASTER

The Prime Minister says of the miners' decision that it is impossible to conceive any action more likely to cause serious disaster to the country's trade or more gravely to increase unemployment. He also points on the injurious effects of a strike on struggling continental nations dependent on the supply of British coal.

After reviewing the recent fruitless proposals Mr. Lloyd George says that the whole country must deplore the fact that the support of those proposals by Mr. Robert Smillie and other prominent miners' leaders was not followed by the majority.

"We have explored," concludes the Prime Minister, "and are still ready to explore every avenue that might lead to a peaceful solution of the difficulty. I can only regret that extremely reasonable proposals have received final rejection at the hands of the Conference."

Italian Minister Would See Albania Wholly Independent

(*Reuter's Service*)

Paris, October 15.—Speaking on the subject of the negotiations between the Italian and Jugo-Slav delegates at Rome today, Count Sforza, the Foreign Minister, declared that both he and Signor Giolitti were animated with the greatest good will towards Jugo-Slavia and with the greatest desire to reach an understanding with the Jugo-Slavs on the Adriatic question. He added that he also desired to see Albania completely independent.

According to reports published in most of the Italian papers, the Italo-Slav negotiations will take place at Palo.

U. S. Commercial Body Makes Change

(*Reuter's Service*)

New York, October 15.—Changes in the constitution of the American Manufacturers and Exporters Association, making banks and insurance and steamship companies eligible for membership, was voted at the annual meeting of the Association today.

Commerce Day For French Loan Named

(*Reuter's Service*)

Paris, October 15.—A committee has been formed under the presidency of M. Pascalis, President of the Paris Chamber of Commerce, to organise for November 25 a "commerce day" for the new French loan. All funds collected on that day will be subscribed to the loan.

Americans Praised By Publicist In Japanese Article

(*Reuter's Pacific Service*)

Tokio, October 15.—The Nichi Nichi publishes an article today by Mr. Ryuket Yano, the well-known publicist and ex-Minister to China, in which he attributes Japanese misunderstanding of Americans to ignorance of American characteristics, "derived from an atmosphere of freedom and democracy, sometimes brusque and conceited but frank and guileless."

"The Americans," he writes, "dream of commercial conquests but never of military ones. The American love of simplicity and straightforwardness is charming.

They entered the war solely for justice and humanity and not for gain and therein lies the real greatness of the American characteristics."

SOVIET AGREES TO RELEASE BRITONS; SELKS EXCHANGE

(*Reuter's Service*)

London, October 14.—The Soviet Government has intimated its resolve to take one of the measures, laid down in Lord Curzon's recent note as a preliminary to any further negotiation, by notifying its preparedness to start the exchange of prisoners in Russia and at Baku immediately via Finland.

The Soviet note adds that the evacuation of British subjects from Russia will be carried out without delay and requests Great Britain to release all Russians including those in Egypt.

Japanese Policy "Hands Off" Philippines—Harrison

(*Reuter's Service*)

Chicago, October 15.—The Chicago Tribune today publishes an exclusive statement by Governor Harrison of the Philippines to its Manila correspondent.

Governor Harrison says: "The great deal of sensational talk in the press and comment in America and Japan are constituting a real danger to friendly relations. Hostilities would certainly benefit neither party, whatever would be their effect in advancing the interests of third parties.

JAPAN'S ATTITUDE

"Japan is not interested in the Philippines except in so far as they react on American policy in the Far East. Doubtless Japan would welcome the complete withdrawal of the United States from the Philippines but only because it would remove America from participation in Pacific affairs.

"The Japanese policy is now 'Hands off the Philippines!'"

In the event of a Republican victory in the Presidential elections, Governor Harrison did not expect that Senator Harding would reverse the present Liberal treatment of the Filipinos.

MAY MAKE BLUNDER

Such action, he said, would be an inconceivable blunder and violation of good faith on the part of the United States and would cause natural resentment among the Filipinos.

Governor Harrison was confident that his own successor would continue his self-governmental policy.

Governor Harrison is planning to travel and to write books on his retirement.

GREENWOOD GIVES WARNING AGAINST IRISH MURDERS

Terrorism Being Broken In Many Counties Reports Chief Secretary

WEXFORD EXPLOSION

Seven Bodies Recovered In Ruins After Outrage By Sinn Fein

(*Reuter's Service*)

London, Oct. 14.—In the course of his speech at Belfast yesterday, Sir Hamar Greenwood, Chief Secretary for Ireland, said that the real bar to peace in Ireland was the campaign of callous murder and intimidation, but no matter what it cost in men and money, the Government would treat criminals as criminals.

"We are breaking the terror," the Chief Secretary declared, "in many counties the boycott of the police has ceased and it will cease all over."

SPECIAL CONSTABULARY

The Government, he pointed out were setting up almost immediately a special constabulary force under the Royal Irish Constabulary, composed of selected patriots having a right to protect their homes.

Sir Hamar Greenwood added that he hoped that the time was not distant when Irishmen would all unite in common loyality to the same Crown and be copartners in that great communion of nations the British Empire, which was the greatest secular instrument for good the world had ever seen.

MANY KILLED

London, October 14.—A violent explosion occurred yesterday in a house at Tintern, County Wexford. Seven bodies were recovered from the ruins. Five men who were wounded were arrested. Two men are missing. It is believed that the party were experimenting with bombs.

New York, Oct. 15.—The Dublin correspondent of the Associated Press telegraphs that two persons, a boy of fifteen and a civilian, were killed and four wounded, when soldiers in two lorries and an armored car attempted to raid a building.

It is expected that the raid will result in other deaths.

Air Service Plays Important Part In Wezzan Occupation

French Flyers Play An Important Part When Morocco Is Attacked

(*Reuter's Service*)

Paris, October 15.—On the occasion of the occupation of Wezzan, the particularly important role played by the French Military Air Service in the work of pacification in Morocco, is especially noteworthy.

The attack, launched on September 17, was prepared by bombardments, carried out by four squadrons, which dropped 6,000 kilograms of explosives on the Beni Messare and Beni Mesguilda front, causing severe losses and demoralising the hostile tribes.

Two observation squadrons supported with bombs and machine-gun fire the attacks of two forces of infantry. On the following days the Air Service continued its effective action by new bombardments.

On September 27 aeroplanes flew over the enemy's douars and dropped 620 kilogrammes of bombs. On September 29, 1,200 kilogrammes of bombs were unloaded on the enemy.

The particularly effective action of the Military Air Service contributed largely to break the resistance of the hostile tribes.

Passport Conferenee Is Opened At Paris

(*Reuter's Service*)

Paris, October 15.—At the Ministry of Public Works a conference on passports and Customs formalities, under the auspices and at the instance of the League of Nations, was opened this afternoon.

Superdreadnought Is In Commission

(*Reuter's Service*)

New York, October 15.—The super-dreadnought Tennessee, which was launched three months ago has now been completely fitted for service and has started on a Canal trip under the command of Captain R. B. Leigh.

Harding And Pershing Meet

General Pershing & Senator Harding
© by Edmonston from INTERNATIONAL.

General Pershing and Senator Harding photographed at the Minnesota State Fair, where they were among the distinguished guests. Incidentally this is the first photograph made of General Pershing in civilian clothes since his return from France.

League Of Nations' In Demand That Poles Quit Occupation Of Vilna

(*Reuter's Service*)

Paris, October 15.—M. Leon Bourgeois, President of the Council of the League of Nations, in notifying the Polish Government of the views of the members of the Council on the subject of the occupation of Vilna by Polish troops in spite of the armistice, concluded between Poland and Lithuania, pointed out that Poland was the first to appeal to the League to settle the dispute and a military commission was appointed by the Council of the League with the consent of the two parties and met on the scene of the dispute-where it now is—with the object of bringing hostilities to an end without in any way prejudicing the definitive frontier line.

The occupation of Vilna, in these circumstances was a violation of the pledges made to the League of Nations, and it was the duty of the latter to demand that the Polish Government should take the necessary steps to put an end to it. If Vilna were not evacuated shortly, added M. Bourgeois, the Council of the League would be obliged to call an emergency meeting to consider the situation, which it could only regard as very serious.

OPPOSITION TO LOW WAGES BARS JAPS, SAYS LAWMAKER

(*Reuter's Service*)

Tacoma, Wa., October 15.—K Congressman Albert Johnson announced today that he would urge the Immigration Committee, which will meet on November 15, to limit immigration relative to naturalised citizens.

He expressed the belief that Japanese immigration could be limited to visitors and students without giving any offense to the Japanese Government and added that the Immigration Committee, which will probe the Pacific Coast situation, had made the proposition to the Japanese Government, saying that the immigration question was not a matter of hysteria but merely that the people of America did not want lower living conditions on the same grounds as the Japanese refused admission to Chinese and Koreans.

Greek Princesses Go To Bucharest

(*Reuter's Service*)

Paris, October 15.—The Greek Princesses, daughters of ex-King Constantine, have left Switzerland and are expected to arrive shortly at Bukharest, where the engagement of their brother, the Duke of Sparta, to the Princess Elisabeth of Rumania, will shortly be officially announced.

Self-Government Is Planned For China

(*Reuter's Pacific Service*)

Peking, Oct. 16.—Chang Chih-tan has circularised the Provinces, asking for an expression of opinion regarding the restoration of local self-government.

Admiral Lin May Be Fukien Tuchun

(*Reuter's Pacific Service*)

Peking, Oct. 16.—According to the vernacular press, Admiral Lin Pao-yi is likely to be appointed Tuchun of Fukien.

MANY SLAIN IN STRIKES IN ITALY CITIES, SAY WIRES

(*Reuter's Service*)

New York, October 15.—The London correspondent of the Associated Press telegraphs that, according to a Times despatch, many persons have been killed in strikes in various Italian cities. Nine are reported to have been killed at San Giovanni Rotondo and four killed and fourteen wounded at Bologna.

Russian Debts Must Be Paid, Declares Exchange In London

(*Reuter's Service*)

London, Oct. 13.—The London Stock Exchange has sent a letter to the Prime Minister protesting against the conclusion of a trade agreement with Russia which does not provide for complete recognition of all Russian debts. Similar protests have also been made by British bankers and Chambers of Commerce.

Imperial Parliament Proposed In Canada

(*Reuter's Service*)

London, Oct. 14.—The Times Toronto correspondent telegraphs, "Sir Sam Hughes is introducing a motion in the Dominion Parliament advocating an Imperial Parliament in which the whole Empire would be represented, to deal only with Imperial and international questions, such as Imperial finance, trade, exchange, defence etc., over which it might exercise authority without inpringing the material priviliges at present enjoyed by the various parts of the Empire.

Fifteen Drown In French Collision

(*Reuter's Service*)

Bordeaux, October 14.—At least 15 persons were drowned as a result of collision in mist between a ferryboat, crossing the Garonne, and a tug.

FOUR NATIONS UNITE IN CONSORTIUM TO FINANCE GOVERNMENT OF CHINA

Plan Originated In United States Is Adopted By Allied Nations And Relief Of Country Is Agreed Upon By Bankers Who Are Representing Great Britain, France, Japan And America

(*Reuter's Service*)

New York, October 15.—The British, French, Japanese and American banking groups today signed the final papers duly constituting the Chinese Consortium.

Peking, October 6.—A telegram has reached Peking stating that the Consortium Conference at New York has adopted the principle that financial assistance shall be given to China.

The news of the constitution of the new consortium will be received here with satisfaction by all interested, American, British, French and Chinese citizens, according to the concensus of opinion in Shanghai.

"No one who knows China will hesitate for a moment to say that China's hopes for betterment in her financial system have been greatly improved," said one local banking man when informed of the latest report on the body's action.

"The majority of the members of the new body are sincerely desirous of assisting in the straightening out of China's finances and it is only by attacking the matter in such a spirit that the desired end may be accomplished."

STARTED IN AMERICA

The idea of the new Consortium originated with the American Government and immediately received the active interest and support of the American people who saw an opportunity to show their friendship to China in a practical way. At the request of the Washington Government the American group of bankers, thirty-seven in all, was formed, embracing interests extending from the Atlantic to the Pacific coasts and the various members responded with a spontaneaity which was significant of the nation's feeling for her sister republic.

The conclusion of the consortium of the representatives of the four countries at Washington indicates that they have undertaken to fulfill the program which was outlined in the beginning—namely the giving of financial aid to China in an effort to bring about real reform communications and transport throughout the land and the rendering of assistance in the pursuance of any similar basic enterprises.

STUDY FINANCES

The American representatives who recently visited Shanghai and other parts of China expressed a good deal of enthusiasm over the opportunities for development in the country as a whole after a careful study of the economic, financial and political phases of modern China. In a speech made at a luncheon of the Council of Foreign Relations at the Bankers' Club of New York one of the representatives said:

"I was much impressed with the great extent and underlying strength of China's resources, with the integrity and industry of her people and with their potential future. They have great problems to overcome but if we are able to extend the right sort of counsel and aid to them they will, I believe, solve their difficulties."

It is anticipated that the Consortium will shortly inform China of its readiness to consider certain industrial loans. Attempts have been made recently by Peking to secure an advance of from $5,000,000 to $8,000,000, but no action had been taken owing to the fact that the organisation had not been completed.

Send Subscriptions For Famine Relief To These Officials

Subscriptions and gifts to afford relief to the famine sufferers may be made to any of the four honorary treasurers who have been chosen to act for the famine relief organisation formed here. These are:

Mr. Sung Han-chang, The Bank of China.

Mr. Fu Siao-en, The Commercial Bank of China.

Mr. William Morris, The British American Tobacco Company.

Mr. G. H. Stitt, The Hongkong and Shanghai Bank.

Donations of food and clothing also will be received at the headquarters of the relief association at No. 22 The Bund, the former German Club.

LOAN GRAIN TO FARMERS LIVING IN FAMINE AREA

Paotingfu Committee To Accept Repayment In Seed And Charge No Interest

(*China Press Correspondence*)

Peking, Oct. 15.—The Paotingfu Christian Union Famine Relief Committee has drawn up a concrete, practical and equitable scheme for seed distribution which has appealed to the American Red Cross in Peking so much that that organisation recommends it as a model for all local relief bodies in the various centers throughout the famine zone.

The plan is substantially that which was successfully used in the Paotingfu district after the floods of 1917. Grain is loaned to farmers on their signature of a formal loan agreement prepared for the purpose. This must be countersigned by the village head, and stamped by the county magistrate. Repayment is to be made in grain, without interest, at the time of the summer harvest. Hsien officials are to guarantee collection next summer, but are not to participate in distribution.

The allocation of seed under this plan is made to villages in proportion to their apparent need, through Christian mission employees, under supervision of the foreign missionaries.

CHIEFS TO CONTROL

The village heads are to further assign the seed grain to villagers in proportion to need. In no case is grain to be furnished to farmers able to provide for themselves, and no farmer owning more than eight mow of land is to receive assistance. To insure fairness, each village headman is required not only to hand in a report of the amount of land owned by each farmer and the amount of grain borrowed, but these lists are to be publicly posted in the village giving opportunity for any who feel that they have been unjustly listed to appeal to the committee.

This plan was found to work very smoothly in 1917, not a single charge of unfairness having been made.

The Paotingfu relief organisation states that all the seed grain it can use can be purchased locally at rates slightly higher than those prevailing in Peking or Tientsin. The grain is contracted at the grain shops in the various market towns, and after allocation by the relief workers and

(Continued on Page 2)

Great Increase Being Made In Shipping

(*Reuter's Service*)

London, Oct. 13.—Lloyd's report for the year ending June 30 states that new vessels classed during the year totalled 4,250,000 tons as compared with 3,750,000 during the previous year. At the end of June nearly 5,000,000 tons of merchant shipping were under construction.

Of the new ships classed during the year 426 were fitted for burning oil fuel and a large number were surveyed with a view to their being converted to use oil fuel.

Of the worlds tonnage, 76 percent use coal, 16.3 percent use oil fuel for the boilers, and 1.7 per cent have oil engines.

Women Get Oxford Degrees First Time

(*Reuter's Service*)

London, October 14.—Oxford University today conferred degrees on women for the first time.

LOAN GRAIN TO FARMERS LIVING IN FAMINE AREA

(Continued from Page 1)

village elders, a ticket is issued to each farmer empowering him to draw from the nearest shop the amount assigned to him.

In this way each farmer himself transports his seed-grain from the shop to his own village, saving the committee the great expense and labor of distribution.

MAKE SURVEY OF NEEDS

Along with this scheme, the Paotingfu organisation has sent a complete survey of its needs, and definite statement of just what it wants. The American Red Cross Committee recommends that all local organisations be as thorough and concrete, as only in this way can the money-raising organisations gain a working insight into the varying local conditions and equably allocate their funds.

The time for planting began about the autumn equinox, and is almost over. It is necessary for local organisations desiring assistance in the seeding problem to survey and describe their needs and plans immediately.

It is hoped, however, that the Paotingfu scheme as above described will serve as a model for thoroughness and practicability which will be applied to all phases of the famine relief problem.

TAXES ARE WAIVED

(China Press Correspondence)

Lanhsien, Chihli, October 12.—Famine conditions are present in some districts about this part of the province. In the southern part of this county and the neighboring county of Laoting, the crops have been so poor that the people have appealed to the county magistrates to waive their right to collect taxes this year, and their request has been granted.

Throughout this county the crop has been an average of 50 percent of a normal year, in the northern part 70 percent and about 30 percent in the southern part, while in Laoting the crop will amount to not over 30 percent. There are probably in this county of 400,000 dwelling in upwards of 1,000 villages, towns and cities 5,000 people who are in dire need and in Laoting county with 800 villages, towns and cities and a total population of about 300,000 about 10,000 in distress.

Were it not for the fact that this section is prosperous as compared with most parts of China the proportion of sufferers from famine would be much larger.

MAY USE MOTOR BUSSES

For some time there has been talk of putting in a motor bus line between Laoting and Changli so that the merchants with business outside the wall in Manchuria could get from their homes in Laoting to the railroad at Changli 25 miles away in better time. This morning your correspondent saw with his own eyes at the Changli station a four passenger car which on inquiry proved to be the long looked for motor bus.

All that remains to be done now is to make the road and build two bridges across the two forks of the Lan River! The motor bus company has its shingle out. But we have not yet heard that the right of way has been bought. If anyone says in scorn that they have put the cart before the horse, we would defend the company by saying that they have the cart a horse it will take at least several tens of thousands of dollars to get without any horse at all, but we'll have to admit that without a road, not to mention several months of preparation.

Buddhists Welcome Christians In Japan

(Reuter's Pacific Service)

Osaka, October 15.—In a leading article today, the Osaka Mainichi draws attention to the fact that the warm welcome, extended by an overwhelmingly Buddhist nation to the Christian Sunday-School Convention, without which the success of the Convention would have been greatly diminished, speaks volumes for Japan's tolerance.

This exhibition of goodwill, the journal adds, is most significant, especially in view of the darkened relations between America and Japan and, it is to be hoped, will afford a lesson to the world.

Anglo-French Loan To Be Taken Up Soon

(Reuter's Service)

New York, Oct. 13.—It is understood that plans have been completed for the payment of the $500,000,000 falling due on October 15 on account of the Anglo-French Loan. Morgan and Company announce that bonds will be accepted prior to maturity, and holders are asked to present them promptly, in order to facilitate payment.

The British share is already in hand, and it is believed that France will pay a goodly part of her share out of the large gold imports recently received from Paris.

SIAMESE PRINCE IS GUEST OF BRITONS

(Reuter's Service)

London, Oct. 15.—The government gave an official luncheon to Prince Puracnatra, brother of the King of Siam at the Carlton Hotel today, at which there was an important gathering of Siamese officials, British Ministers and Government officials, engineering and oil experts. Sir Philip Lloyd-Graeme, M.P., who presided, dwelt on the success of the Prince's tour.

Responding to the toast of his health, Prince Purachatra, who is leaving for America immediately, said all he had been able to do for Siam and the Allies was due to his education in England.

He was much impressed by the speed of manufacture in England. Siam, he added, would appreciate the cordial welcome that had been given him.

London, Oct. 13.—Princess Prabhavasiddi of Kambaengejar, Siam, performed the ceremony of launching a cargo-steamer built for a French firm at Messrs. Thornycroft's Woolston shipyard. It is understood that the honor of the visit was due to Messrs. Thornycroft having recently carried out an important contract for the Siamese Government.

Commercial Airship Of Future Described At London Meeting

(Reuter's Service)

London, Oct. 14.—A fascinating picture of the commercial airship of the future was drawn at the Air Conference this afternoon by Commander Sir Trevor Dawson.

He foreshadowed a weekly or bi-weekly passenger service from Europe to South Africa, India and Australia by airships flying sixty miles an hour, reducing the time of the journey from London to Capetown or India to five days.

He suggested that the airships would be rigid, 800 feet long, with a gas capacity of at least 4,000,000 cubic feet and carrying a hundred passengers.

Sir Trevor Dawson estimated that the probable cost of a regular airship service between England and India carrying 4 tons of cargo and 100 passengers each way, weekly, would be about 2/9 per ton-mile, giving passenger rates about 50 percent higher than those on a first class steamer at present, and mail rates sixpence per ounce.

Special Services For Sailors Today

A special church service for sailors will be held by the Community Church at 5 p.m. today in the Masonic Hall, 30 the Bund, when Lieut. M. W. Witherspoon, Chaplain of the U. S. S. Huron will speak on "The Lure of the Upward Looks." Miss Myra B. Olive and Mr. E. M. Morris are to sing and there will also be numbers by the U. S. S. Huron's male quartette and selections by the ship's orchestra. Mr. W. R. Durbin, secretary of the Navy Y. M. C. A. will preside.

It is announced that Bishop F. T. Keeney of the Methodist Diocese, Foochow, will take part in the service which is to be conducted on board the U. S. S. Huron this morning.

AMERICAN SONG SERVICE

Lieut. M. M. Witherspoon, chaplain of the U. S. S. Huron, will speak at the American Song Service this afternoon at the Masonic Hall. His subject will be "The Measure of a Man." Mr. W. R. Durbin, secretary of the Navy Young Men's Christian Association, is to act as chairman, solos will be sung by Miss Myra B. Olive and Mr. E. M. Morriss and the orchestra of the U. S. S. Huron is to play selections.

The Bandman Company

Psychologists tell us that a joke is the result of one idea escaping from its own apperception mass and getting into one that is foreign. The man who wrote "Lord Richard In The Pantry" must have been a psychologist. He took 'Lord Richard' from the Drawing Room and gave him a place in the Kitchen. That is what made a packed house last night laugh so loudly in Lyceum Theater, that at times there was a danger of the roof coming off.

Standing room only had to be placarded early in the evening and even those who had to stand must have enjoyed a show, that can be placed among the very best that the Bandman Company have presented here.

Naturally "Lord Richard" had the majority of the work to do. Work can be done in at least two ways. It can be well done, it can be badly done. There is even a third way. It can be carried to a completion in a half hearted way that will give satisfaction to some and something less to the rest. There is only one verdict to be given in the case of Carl Lawson, who had to play "Lord Richard." He was excellent. Never for a moment was he out of the picture. When he was on stage, he kept us all busy laughing with him in his clever portrayal. When he was on the stage, he kept us all busy hoping for him to come on again. The audience showed that they were delighted with his work.

Let me give my only kick at the show here. Please, Miss Stanbridge, don't spoil a curtain by trying to snatch a laugh by the very old gag of changing hats. I am sure that Lawson did not coin the joke. Again the final curtain can easily be improved by cutting the entrance of the cook with her "Lor-luv-a-duck" and letting it fall on the natural climax when "Lord Richard" takes "Sylvia" in his arms.

And that brings us to the delightful little lady who portrays "Sylvia Gayford." Miss Beryl Barraclough can always be relied upon to give every part its due. It was only a night or two ago that we had to say all manner of nice things for the way she played a heavy part in "The Yellow Ticket." Last night she had a trifle to deliver, which was as light as a good cook's pastry. She was every bit as effective, and convinced the audience that she is as good as she is versatile.

Miss Lilian Stanbridge was funny as the cook. "Gladys" was only a tiny part, but it was made to be one of the hits of the performance by the fine character work of Miss Niqua Lewis. "Captain Tubby Bannister" is a well written study and much can be made of it. Mr. Forbes Russell had to play the part. He would be very much better if he was not so much an "echo" of Carl Lawson. It was Lawson who set the pace, and as is so often the case the man who follows copies. Unfortunately Russell had too much to do with Lawson, and time and time again the *reply* of Russell seemed to be practically the *question* of Lawson.

But "Lord Richard In The Pantry" is a great show, and can be thoroughly recommended. It is to be repeated tomorrow night.

DOMINO.

Negro Lynched By Mob In Alabama

(Reuter's Service)

Greenville, Ala., Oct. 15.—A negro was lynched by the mob near here today. It was alleged that he had attacked the superintendent of a cotton oil plant.

OFFICIAL RESIGNS

(Reuter's Service)

Washington, October 15.—Mr. Jouett Shouse, assistant Secretary of the Treasury, has sent in his resignation which President Wilson has accepted.

Mr. Shouse gave as the reason for his action that he wishes to adjust personal affairs.

Move For Hungary's Future Commercial Status Is Undertaken

(Reuter's Service)

Paris, October 15.—M. Charles Denielu, Ministerial delegate and Reporter of the Trianon Treaty, has left Paris for Budapest where he intends to make a rapid enquiry into the situation, created in new Hungary by the Treaty of Peace and into the possibilities of economic rapprochement between that country and its neighbors.

Paris, October 15.—According to the Temps, the Viennese press having published reports with regard to a so-called treaty, concluded on September 14 by France with Hungary, for the granting of a loan and for the authorisation of more effective than those granted by the Treaty of the Trianon, the French Legation at Vienna today published a categorical denial of these reports, adding that agreements have actually been negotiated recently between Paris and Budapest but that they are of a quite private and economic character and would not in any case include any military clauses and particularly any clauses contrary to the Treaty of the Trianon, on the prompt ratification of which France is insisting to the Hungarian Government.

New Attempt Made To Oust Semenoff

(Reuter's Pacific Service)

Vladivostok, October 15.—According to the Japanese Staff, the Verdhne-Udinsk Government has organised a revolutionary committee at Nerchinsk and is now practically in control of the district.

It is stated that Verdhne-Udinsk also intends to establish a similar committee in the Central Zabaikal with a view to ousting Ataman Semenoff.

Baron Ungern is stated to have been badly defeated and to be retreating on Urga. Seven hundred buriats have gone over to Verdhne-Udinsk.

Cotton Yarn Loan In Japan Extended

(Reuter's Pacific Service)

Osaka, Oct. 15.—Mr. S. Suzuki, Vice-President of the Yokohama Specie Bank, is now visiting Osaka in connection with the Y.40,000,000 loan to the Cotton Yarn Syndicate by the Yokohama Specie and other banks. This loan expired in the normal way on November 15, but it was decided today to continue it after that date.

Wedding

DYER—WILSON

Mr. W. J. Norman Dyer of Wheelock & Company, who has long been a prominent figurre in commercial circles in Shanghai, and Miss Ellen Agnes Wilson were married yesterday. The first ceremony was performed at the British Consulate before Sir Everard Frazer following which the religious ceremony took place at St. Joseph's Church in the French Concession, the officiating clergyman being the Rev. Father R. Jacquinot de Besange.

As Mr. Norman has seen many years' service with the Shanghai Volunteer Corps the wedding was military in character and was attended by a guard of honor made up of the Light Horse with which he has been connected. The bridegroom appeared in military uniform and the entire ceremony was most impressive.

Lieut. H. G. F. Robinson acted as best man and the ushers were Sergt.-Major A. H. P. Koe and Trooper G. Fitzgerald.

The bride was attired in a gown of draped satin crepe with a court train of Chantilly lace lined with pale pink chiffon and a tulle veil with a wreath of orange blossoms. She was given away by her brother, Mr. E. E. Wilson.

Miss Louise Wilson was bridesmaid. She was was attired in a dress of pink silk crepe trimmed with pink tulle and hat in Georgette and tulle. The dainty train-bearers were Miss Mary Prentice Wilkinson and Master John Prentice Wilkinson, both in pink.

Following the ceremony a big throng gathered at the French Town Hall where a reception was held.

The couple will go to Tientsin and Peking for their honeymoon.

Peace Commission Discusses Shantung

(Reuter's Pacific Service)

Peking, Oct. 16.—The Peace Commission yesterday discussed the Shantung question and received a report from Shih Lu-peng regarding affairs in Shantung. Further discussion was postponed, pending the arrival of C. T. Wang this evening.

Increase Of Crime Reported In Siberia

(Reuter's Pacific Service)

Vladivostok, October 15.—A large gang of blackmailers who have been sending letters to many prominent citizens, threatening that they would use bombs if their demands were not fulfilled, have been arrested. The leaders are post officials at Nikolsk.

Crime is on the increase and is mostly committed with the intelligence of the small shopkeepers.

A prison inspector, whilst carrying out his tour of inspection, was set upon today and severely beaten by a man connected with the murder of M. Utkin.

Place Mints Under One Control, Is Plan

(Reuter's Pacific Service)

Peking, Oct. 16.—Chow Tze-chih and Chang Hu have petitioned the President, suggesting that all mints in China be placed on the same footing under the Government's control the Tientsin Mint thus ceasing to be the read mint. This step is advocated with a view to standardizing all currency in China.

Plan Exchange Of Japan And America College Instructors

(Reuter's Pacific Service)

Tokio, October 15.—The proposed establishment of a Pan-Pacific University Union through the exchange of professorships is welcomed by Dr. Matsunami, Professor of Law at the Imperial University, who has recently returned from the Philippines, as, he declared, it would result in more friendly relations with America.

The plans for the Union have not yet been fully developed but Dr. Matsunami is of opinion that the scope of the Union would include Japan, China, the Philippines and other Pacific countries.

CHANGE AIRPLANE TYPE

(Reuter's Pacific Service)

Tokio, October 15.—In view of the frequency of disasters the War Office has decided to discontinue the use of the Nakajima type of airplanes.

GLOVER'S DOG REMEDIES

Famous the World Over

Book on "Dog Diseases, their Care and How to Feed."

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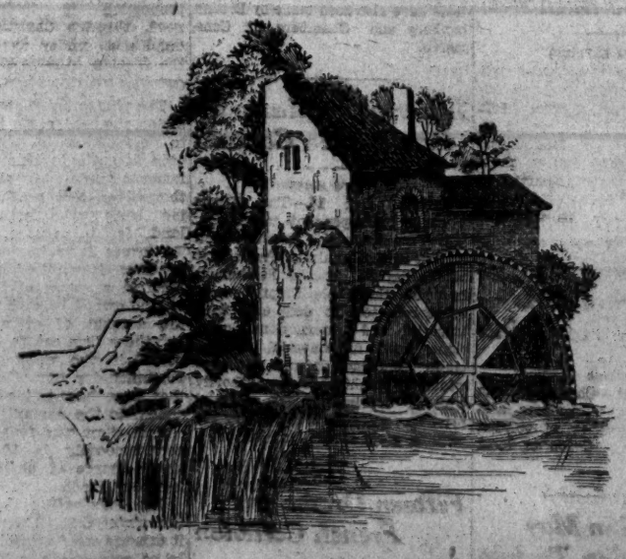
Analytical Department

We undertake every kind of analytical and bacteriological work including the analyses of egg products, oils, fats, waxes, foods, drugs, camphor, essential oils, water, oil-cakes, fertilizers, mineral fuel and lubricating oils and coal. Also mineral analyses of ores, alloys, steel, refractory materials, clays, cement, etc.

The examination of dyes and dyeing tests are also undertaken. Our Analytical Department is under the charge of

Mr. JOHN DALTON, Dpl. Ch. (Berne), A.I.C. Analytical & Consulting Chemist late of Sir W. G. Armstrong, Whitworth & Co., Newcastle upon Tyne and analyst to the Royal Army Medical College, Millbank, London, S.W.1, also for two years with The Borax Consolidated, Ltd., London, E.C.

16 NANKING ROAD



POWER

MONEY is power. Let it run idly through your hands and it benefits no one, least of all, yourself.

Harness it, and quietly, unceasingly like the old mill stream, it will produce for you, without in any way impairing its own value.

Harness your money in an account in this Bank where it will produce interest.

The American-Oriental Banking Corporation

15 Nanking Road, Shanghai

OVER 5,200 ACCOUNTS

Own A Corona

FOLD IT UP - TAKE IT WITH YOU ANY WHERE

Conduct your personal correspondence in an efficient businesslike manner. Keep copies of important letters for your reference.

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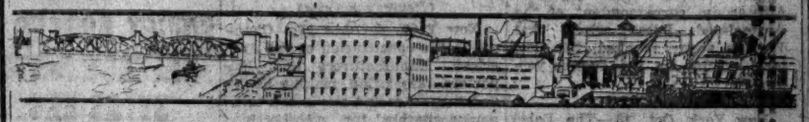

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COLORS in powder form
COLOR WASH "Synoleo"
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LINSEED OILS, TURPENTINES, PAINT THINNERS
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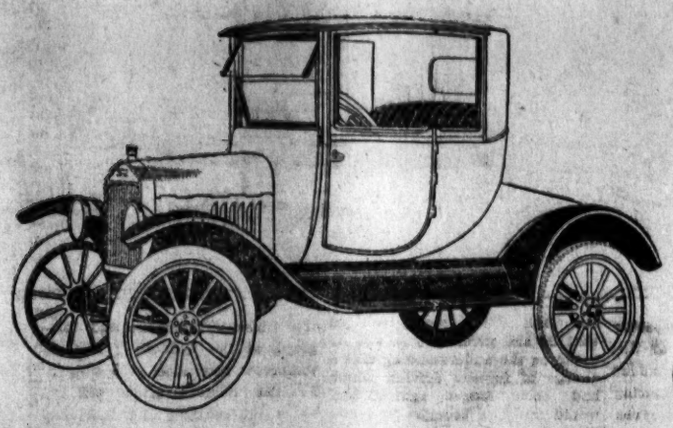
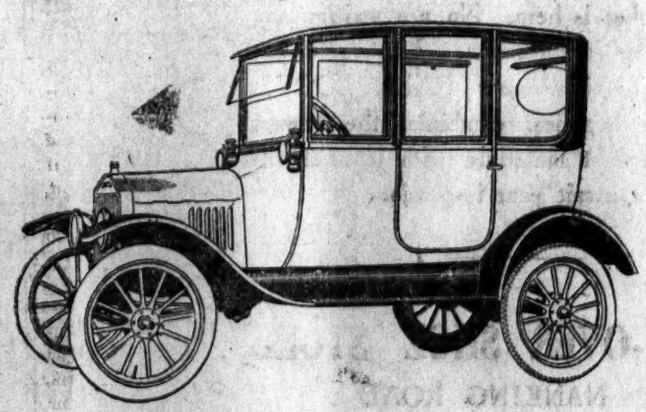
SEND FOR OUR CATALOGUE & BUYERS' GUIDE

Ford
THE UNIVERSAL CAR



All the latest models in closed cars are now on display at our show-room, 89-91 Rue Montauban. Call in and inspect them, or 'phone Central 322 or 5087, and we will send them for your inspection.



HUDFORD GARAGE

89-91 Rue Montauban

R A Hutchinson

SALES MANAGER

Central 5087

Central 322

ARABS ARE UNDER CONTROL, IS BELIEF

(*Reuter's Service*)

London, Oct. 15.—The War Office, reviewing the operations in Mesopotamia, states that the fact that certain tribes are not joining in the insurrection, the advent of sowing season, which changes the Arab soldier into an agriculturist, and the doubled efficiency of the British force owing to the cessation of the hot weather, justify the view that the worst of the troubles there are now over.

Japanese Matmen Enjoyed America

(*Reuter's Pacific Service*)

Osaka, October 16.—The party of 43 Osaka wrestlers who have been visiting America returned today, all looking in fine condition. They say that they made handsome profits out of their tour, and also told the reporters that the Americans were extremely kind to them.

News Brevities

Notices have been issued to the American community of Shanghai that a dinner and dance is to be given in honor of Admiral Gleaves, commanding the United States Asiatic Fleet, at the Astor house Thursday night beginning at 8 o'clock.

* * *

The five Chinese who leave next week enroute to Yunnan province as missionaries will be present at the regular missionary prayer meeting tomorrow afternoon at 5:15 o'clock at Union Church Hall. This will provide an opportunity for the first historic group of Chinese missionaries to meet the missionaries from western lands. All persons interested are invited.

* * *

Charged with the counterfeiting of 4,500 bank notes purporting to be the issue of the Hupeh Provincial Bank, four Chinese men and one woman appeared before Magistrate Loh and Assessor Hayashide in the Mixed Court yesterday. The bank notes were for 100 coppers each. Inspector Cruikshank gave evidence of the arrest and the case was remanded for one week the police entering an objection to bail being given for the accused.

* * *

Loo Yu-fu, formerly a clerk in the traffic office of the Central Police Station, charged with accepting bribes, appeared again in the Mixed Court yesterday before Assessor Hayashide and Magistrate Loh when further evidence in the case was taken. Keuah Ah-shing a chauffeur employed at the Dah Shing garage testified that he had given $30 to the accused on the understanding that a charge of furious driving which had been lodged against him would not be brought to court. The case was taken to trial, he said, and he was fined. Another chauffeur testified that he had given $5 to the accused in order to expedite the issuance of a driver's permit. The case was adjourned one week to allow the calling of additional witnesses.

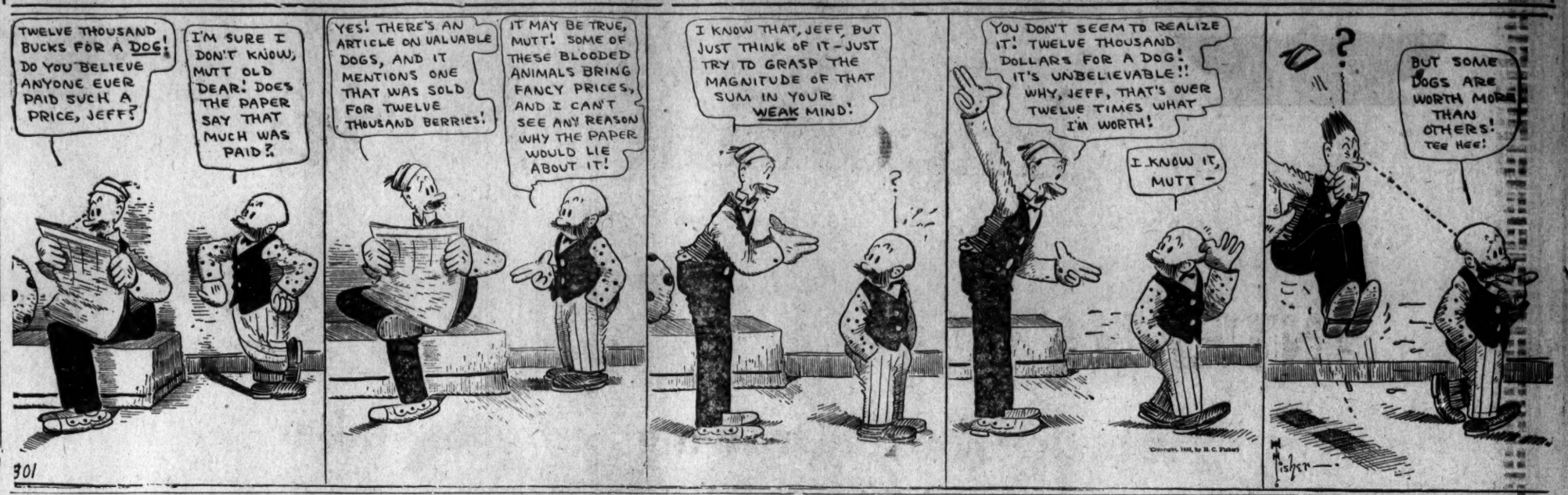
* * *

Professor C. H. Robertson will deliver an illustrated lecture on the wireless telephone and telegraph at the Chinese Y. M. C. A. tomorrow afternoon at 5 o'clock. Practical demonstrations will include the sending and receiving of wireless telephone and telegraph messages. Professor Robertson is of the lecture department, Y. M. C. A. national committee.

* * *

Mr. T. B. Chang, manager of the Shun Pao will speak before the men's meeting of the Y. M. C. A. tonight at 8 o'clock.

MUTT & JEFF — Mutt Took This Just The Way The Little Fellow Meant It — By Bud Fisher


TWELVE THOUSAND BUCKS FOR A DOG! DO YOU BELIEVE ANYONE EVER PAID SUCH A PRICE, JEFF?
I'M SURE I DON'T KNOW, MUTT OLD DEAR! DOES THE PAPER SAY THAT MUCH WAS PAID?
YES! THERE'S AN ARTICLE ON VALUABLE DOGS, AND IT MENTIONS ONE THAT WAS SOLD FOR TWELVE THOUSAND BERRIES!
IT MAY BE TRUE, MUTT! SOME OF THESE BLOODED ANIMALS BRING FANCY PRICES, AND I CAN'T SEE ANY REASON WHY THE PAPER WOULD LIE ABOUT IT!
I KNOW THAT, JEFF, BUT JUST THINK OF IT - JUST TRY TO GRASP THE MAGNITUDE OF THAT SUM IN YOUR WEAK MIND!
YOU DON'T SEEM TO REALIZE IT! TWELVE THOUSAND DOLLARS FOR A DOG! IT'S UNBELIEVABLE!! WHY, JEFF, THAT'S OVER TWELVE TIMES WHAT I'M WORTH!
I KNOW IT, MUTT -
BUT SOME DOGS ARE WORTH MORE THAN OTHERS! TEE HEE!
301

Walk-Over

TRADE MARK REG. U.S. PAT. OFF.

Shoes

FINE AUTUMN FOOTWEAR FOR MEN AND WOMEN

Cool weather is here. No use waiting any longer, come in tomorrow. Let us fit you to a pair of these new FALL BOOTS. They are beauties, combining the newest styles, the best materials with correct fittings. We await your inspection.

WALK-OVER SHOE STORE

24 NANKING ROAD

Prompt attention given to mail orders.

Some reasons why you should use MILKMAID STERILIZED MILK:—

1. Because it is absolutely sterile, that is to say, free from pathogenic germs.
2. Because it is safer than fresh milk and yet lower in price.
3. Because it cannot turn sour while the can is unopened.
4. Because it is ready always at any time in any weather anywhere.
5. Because it is splendid drinking in hot weather.

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MILKMAID STERILISED MILK

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The Home Of Good Candies

The superiority of our store arrangements is apparent to any one, but it is in the vast superiority of our products that we score the advantage.

Our chocolates made fresh each day by skilled American craftsmen, reach the pinnacle of perfection. No more appreciable gift could be thought of than a presentation box of our delicious chocolates.

Important Notice

INTERNATIONAL SAVINGS SOCIETY

At the Next Drawing on November 15th

we expect

OVER

16,000 BONDS 16,000

to participate

OVER $48,000 WILL BE DISTRIBUTED

Among the large returns, there will be:

8 of $2,000 each

8 of $1,000 each

8 of $300 each

8 of $200 each

8 of $160 each

Besides, one in every 10 Bonds receives $12.00

RESULT
OF
97th Monthly Drawing of $2,000 Bonds
October 15th, 1920

R. FANO, French Municipal Councillor, Director of the Assurance Franco-Asiatique.
H. MADIER, Chevalier of the Legion of Honor, President of the French Chamber of Commerce for China, President of the Assurance Franco-Asiatique.
J. BEUDIN, General Manager Assurance Franco-Asiatique.
M. SPEELMAN, Member of the French Chamber of Commerce for China, General Manager Assurance Franco-Asiatique.

Notice is hereby given that in conformity with the conditions endorsed upon the bonds, undermentioned reimbursements of **$47052** representing 25% of **$188208** being premia on **15684** bonds of the month of October, 1920 were drawn on the 15th October, 1920 at the Head Office of the Company, 7 Avenue Edouard VII, Shanghai, in the presence of Messrs. **Balchin, T. D. Voong, Ton Kee** and **85** other bondholders. M. Speelman, General Manager and Messrs. Seth, Mancell and McLure Auditors.

The reimbursements drawn will be paid on and after the 18th October, 1920 at any of the following places.

SHANGHAI—International Savings Society, No. 7 Avenue Edouard VII.
TIENTSIN—International Savings Society, 45 Rue de France.
PEKING—International Savings Society, 98 Morrison Street.
HANKOW—International Savings Society, 7 French Bund.
CANTON—International Savings Society, Sun Building.

7 Bonds at $2,000	numbered	2280,	5599,	5954,	3005,	10603,	147,	9327
1 Bond at $1684	numbered	2268						
7 Bonds at $1,000	numbered	14466,	8260,	4614,	13451,	1427,	10818,	10253
1 Bond at $360	numbered	13330						
8 Bonds at $300	numbered	4665,	3459,	7247,	12218,	6423,	10386,	12004, 15204
8 Bonds at $200	numbered	1326,	7079,	5033,	3501,	12831,	11783,	8603, 252
8 Bonds at $160	numbered	5513,	8898,	12132,	3179,	12028,	5686,	13726, 3757

and every Bond with the terminal figure 1 receives $12, except bonds having drawn a reimbursement.

Among the large returns, there will be:

8 of $2,000 each

8 of $1,000 each

8 of $300 each

8 of $200 each

8 of $160 each

Besides, one in every 10 Bonds receives $12.00

Examples of Returns paid on Three Bonds. Each and every Bond has the same possibility

BOND No. 981 was issued on the 20th July, 1914, and since that date has drawn.

On January	15th, 1915	$ 12.00
„ September	15th, 1915	$ 150.00
„ October	15th, 1915	$1,525.00
„ November	15th, 1916	$2,000.00
	Total	$3,687.00

The Bond was then cancelled as more than its full value ($2,000) had been redeemed and the holder received further the 2 years Surrender Value to his credit.

BOND No. 1165 was issued on September, 1916, and since that date has drawn.

On January	15th, 1917	$ 12.00
„ October	15th, 1917	$ 12.00
„ December	15th, 1917	$1,000.00
„ December	15th, 1918	$ 12.00
„ April	15th, 1919	$2,000.00
	Total	$3,036.00

The Bond was then cancelled as more than its full value ($2,000) had been redeemed and the holder received further the 2 years Surrender Value to his credit.

Bond No. 12965 was issued 21st April 1920, paid only one subscription of $12.00 for May drawing and on May 15th, 1920 was redeemed in full with,

$2,000.00

INTERNATIONAL SAVINGS SOCIETY

HEAD OFFICE: 7 AVENUE EDOUARD VII

United States Court For China

T. C. Dong, Plaintiff, vs. David L. Moss and Co., Defendant.

Cause No. 1050 Judgment. Filed October 15, 1920.

SYLLABUS

1. Contracts: Onus Probandi. Where a vendor undertakes to furnish goods of "prime quality" the burden rests upon him, in an action for non-acceptance, to prove that those tendered were such.

2. Id.: Id. Such burden is not met by producing a single unidentified sample where several other samples of the goods tendered are pronounced by experts to be not of "prime quality."

3. Id. Definitions: "Prime quality" means better than good and constitutes a warranty as to the articles in question.

4. Id. Exegesis: All prior negotiations between the parties to a written instrument are merged therein and where its language is unambiguous there is no room for applying the contra proferentem rule.

Mr. A. M. Preston for plaintiff.

Messrs. Fleming, Davies and Bryan, by Mr. Davies, for defendant.

LOBINGIER, J.

On May 10, 1920, defendant confirmed in writing a purchase from plaintiff of "(about) 112 cases of 200 lbs. each spray hen egg yolk, prime quality, free of zinc." Plaintiff in his amended complaint alleges that defendant "wrongfully refused to accept delivery of the said 112 cases of hen egg yolk on such goods being tendered."

On the other hand, defendant in its answer

"alleges that the egg yolk tendered to him by plaintiff under the contract. . . . was not in accordance with the terms of said contract, in that said egg yolk was not of prime quality and that by reason thereof defendant refused to accept delivery."

No reply was filed, but in accordance with the existing practice in this Court the averment just quoted from the answer will be treated as denied. Nevertheless the burden rests upon plaintiff to prove compliance with the contract by tendering "spray hen egg yolk, prime quality." Plaintiff invokes the contra proferentem rule regarding this language, contending that as the letter of confirmation emanated from defendant it should

"be construed against the defendant upon any question relating to the exact meaning of any expressions employed."

Such a rule would be applicable if the language were ambiguous. But is it the phrase "prime quality" has not infrequently been a subject of judicial definition? Plaintiff testifies that he understood it to mean "good quality;" but he was unable to explain why, if it meant no more, that phrase should not have been used. "Prime" has been judicially construed to mean more than "good." The words "prime quality winter oil" as used in a contract of sale were held to constitute a warranty that the article was "superior to other oil in the market." Moreover the parties must be presumed to have used the term in accordance with the meaning attached to it by the trade; and defendant's representative was not contradicted in his testimony that the term is there understood to mean "best quality, fresh, having a sweet smell, and" of good appearance. Indeed he is corroborated by Mr. Dupres, a chemist of 30 years experience. We see no room, therefore, to apply the contra proferentem rule.

Plaintiff's counsel also emphasises the supposed negotiations of the parties prior to the completion of the contract, but the rule applicable to that point likewise requires that, unless the language used is ambiguous, all prior negotiations are merged in the written instrument. There is no claim that the latter was procured by unfair means. It was submitted to plaintiff in the form of a letter and he seems to have had ample time to examine it before signing.

Were the goods tendered by plaintiff of "prime quality?" The complaint does not allege that they were; but unless plaintiff so proves, he has clearly not shown compliance with the contract. Defendant's representative testifies that he opened five or six cases of the consignment offered him and took some good size samples which he found not to be "prime" because of a peculiar odor which would render them unmarketable and that he sent these to the chemist above mentioned who testifies that the odor was rancid and the solubility exceptionally high, which might indicate that they were turning bad. Another chemist called by plaintiff testifies to the analysis of a sample of egg yolk brought him by plaintiff but, unfortunately for the latter, is unable to identify it as being a part of the consignment in question. The last named chemist noticed nothing peculiar about the odor of the sample furnished him, but did not remember about solubility.

Plaintiff's counsel contends that

"both analysts were correct in their evidence and that it would be possible to find two samples amongst 'stale' cargo, one good and one bad."

But, granting that the sample furnished plaintiff's chemist was a part of the lot in question, the testimony of defendant's representative remains undisputed, that he sampled not merely one but five or six cases with the result above described. Such a general showing of defectiveness could hardly be overcome by the production of a single sample especially in view of plaintiff's admission that the goods were stale and the fact that they were subsequently sold for about half the market price for "prime quality."

There is some testimony by plaintiff's witnesses indeed that defendant's representative sampled the commodity before the contract was closed, while the latter testifies that he examined not the consignment in question but another. Regardless of this conflict, however, we do not think such an examination would deprive defendant of the rights acquired in the contract subsequently made. Having seen fit to insist on goods of "prime quality" and plaintiff having undertaken to furnish such goods, any prior examination would seem clearly to be immaterial.

Under the testimony as above reviewed we are unable to find that plaintiff has met the burden of proving that he furnished "spray hen egg yolk, prime quality" and we must therefore find for the defendant.

It is accordingly considered and adjudged that plaintiff take nothing by his complaint and that defendant recover its costs.

By The Court
Charles S. Lobingier,
Judge.

Nanchang Hears Dr. Kiang Lecture

(China Press Correspondence)

Nanchang, Oct. 9.—After making thirty-five speeches in five days in the various schools and societies of the city, Kiang Kiang-hu, Ph. D., left here this morning for Anking where he will continue his lectuures.

Dr. Kiang, who is instructor in the Oriental Department of the University of California at Berkeley and also in charge of the Japanese and Chinese collections at the Library of Congress in Washington, is spending his sabbatical year in China after an absence from this country of eight years. His wife, who is accompanying him, has been trained in modern educational methods by Madame Montessori and is attempting to introduce the system into China.

When Dr. Kiang took up work with the University of California he presented 13,000 books to the college with the hope that they would be useful in cementing the friendship of the two countries bordering the Pacific. These books deal with Chinese philosophy, history, poetry, customs and traditions. They represent only a part of a large library once owned by the Kiang family, the others being destroyed by the Boxers in Peking in 1900. The books which are housed in the magnificant Doe Library at Berkeley are officially known as the Kiang Library.

Dr. Kiang is a philosopher, an historian and a student. Being a native of Kiangsi province he was enthusiastically received wherever he went. Last night he spoke before an audience of government students at the local Y.M.C.A. on Christianity. Although he is not a Christian he appreciates the great good missions have done for his country. In the course of his spirited remarks he said:

"Christianity must be made indigenous to China. It must use the customs of the country wherever possible. Since it is a religion and not a system of ethics, it gets its power through love, life, service and sacrifice."

News Notes From Peking

Peking, October 15.—The Director-General of the Chinese Eastern Railway, Sung Shao-lien, has wired the government that he fears the present police force along the railway is insufficient to keep down the hunghutze and Mongolian marauders who always become more bold during the cold season, and requesting an increase in the number of military railway police.

A telegram has been received in the capital from a foreign resident of Hunan stating that General Li Lieh-chun who has been co-operating with Tang Chi-yao in Yunnan, has crossed the provincial border leading a force of three thousand Yunnanese troops against General Lu Yung-ting in Kwelchow and to the assistance of General Chen Chung-ming, the Kwangtung irridentist.

Reports direct from Canton are to the effect that, taking advantage of the anomalous political situation there, all manner of lawless characters are collecting in the city and that an epidemic of lawlessness and violence has broken out there and throughout the province of Kwangtung.

The American Minister having guaranteed the local American Relief Committee $50,000, from the half million Red Cross relief funds being sent from the Headquarters of the American Red Cross, Mr. Thomas of the Sino-American Bank, treasurer of the committee, has placed this amount to the credit of the committee to be drawn on for immediate emergency relief measures.

The Peking Police and Garrison Commissioner are establishing four soup kitchens for the destitute of the capital.

The Cabinet held a special meeting yesterday morning to take action in reference to the news of the death of General Li Shun. The Vice-Minister of Finance, Pan Fu, was delegated to proceed to Nanking by special train last night to condole the family and fellow-officials of the Kiangsu Tuchun, and give the instructions of the government to Li's temporary successor, Nanking Garrison Commissioner Tse Shih-yuan. The intention of the government is to take advantage of the vacancy in the Kiangsu tuchunship as a step toward the abolishment of the tuchunate in all provinces. It is believed that the government will appoint a weak personality to temporarily succeed General Li, or perhaps request Wang Hu, newly appointed civil governor of Kiangsu to concurrently act as military governor until the Tuchunate is definitely abolished as it is hoped that it will be in the reconstruction of north and south.

The Foreign Office has not acquiesced in the desire of the Japanese government to send troops into the Hungchun district, but has adopted an attitude of protest in regard to the Japanese military policing of the Chinese territory, maintaining that the Chinese forces now despatched are fully capable of handling the situation alone. There is a feeling that the pressing necessity for Japanese intervention in Hunchun has been considerably overstated.

It is reported that, acting upon instructions from his home government, Wellington Koo, Chinese Minister to London, who has not yet left Washington, will make proposals to the Consortium conference in New York regarding a loan for the construction of the Canton-Hankow railway.

The Ministry of Communications is taking steps to bring immediate construction of the Tsangchow-Shihchiachwang railway in order to give relief to famine-sufferers. It is planned to provide work for 300,000 refugees.

Hankow Americans Discredit Report On Envoy's Stand

The American Chamber of Commerce at Hankow has unanimously passed the following resolution at its general meeting held on October 11, 1920.

"The American Chamber of Commerce of Hankow hereby places itself on record as denying the truth of the statement attributed to Doctor Paul S. Reinsch, which appeared in the Central China Post under date of October 6, 1920 and in various other publications, in so far as the Russian residents of Hankow are concerned said statement being, in part, to the effect that 'Russians in China desired the withdrawal of recognition.'"

SMALL FIRE

(Reuter's Service)

Berlin, October 14.—According to a Hamburg telegram, received today, the fire, which was reported on board the Hamburg-American liner Viktoria Luise yesterday, was confined to the refrigerating room of the vessel.

The Viktoria Luise was not one of the vessels surrendered to the Allies.

CRANE HERE TODAY

Mr. Charles R. Crane, the United States Minister, is expected ot arrive in Shanghai today. A number of local officials, including Foreign Commissioner C. F. Hsu, and his secretaries, Messrs. S. K. Chen and N. T. Yang, will be at the station to welcome him.

CUBA ASKS AID

(Reuter's Service)

Washington, October 15.—Cuba has appealed to America for aid in her internal difficulties. The appeal is being considered by State Department officials, who are seeking to determine some plan of assistance.

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No Metal Can Touch You

are recommended by good dealers and preferred by careful dressers the world over, because, for 32 years they have set the world's standard in men's garters. They are the best that money can buy. Look for the name PARIS on the box. Imitations, at any price, cost you too much.

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JOHNSON'S PREPARED WAX

is more than a polish. It is also a wonderful preservative, for it forms a thin protecting film, which preserves the finish unusually well.

Use Johnson's Prepared Wax to polish all your furniture, woodwork and floors. You will thus add years to the life and beauty of the varnish, covering up all surface scratches.

Johnson's Prepared Wax can be had in both paste and liquid form—paste for polishing floors, wood, oil-cloth, tile, etc; liquid for polishing furniture, woodwork, motor cars, etc.

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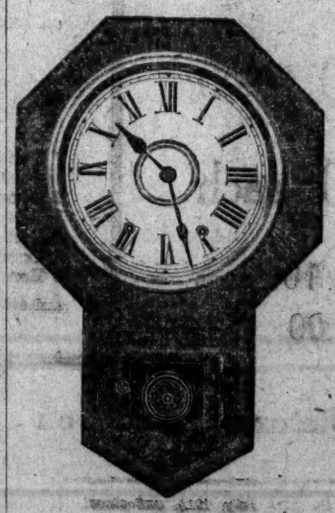

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LETTERS OF IMPORTANCE

New York, July 4, 1920

Dearest Nancy,

So you are married? How did you accomplish the feat at your age? 49 last May, wasn't it? Answer immediately.

Yours Lovingly,
MAB.

Shanghai, August 10, 1920

My Sweet Friend,

Sentiment thrives in soft light, so pacified Edison with sympathetic tints from some lovely lampshade. By the simple process of always being in its glow when he comes, possibly even you will succeed, dear.

Your Staunch Friend,
NANCY.

New York, September 25, 1920

My Darling Nancy,

I hasten to answer yours of August 10th. Of course, I shan't be wanting such a thing for myself, but I think it would be a lovely gift for dear Sue Wilkins, lovely girl you know, dear, but *entre nous*, quite passee. Do not mention this to anyone, but do cable the address where just the right kind can be had.

Devotedly,
MAB.

CABLEGRAM

Mabel Brown, Plaza, New York

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MIGHTY AM I!

I am the motive force behind all commerce and the activities of this world. None is so powerful that he can scorn me.

I represent the value of all the buildings of this great city; of the merchandise which daily comes and goes in ships.

When these buildings, whether cot or castle, are destroyed by fire, it is I who stretch out my helping hand and bring peace where was chaos. When the gallant ship is defeated in its struggle against the mighty elements, it is I who restore value for value to the owners of her burden.

I am the means which make possible the Science, for it is such, known as Insurance. The Law of Average applied to the disasters and unforeseen happenings of this world, and represented in terms of ME, make it possible for Insurance to bear losses under which the foundations of commerce would crumble, bringing the whole structure down—never to rise again.

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GOVERNMENT TO KEEP KIANGSU POST VACANT

(*Staff Wire To* THE CHINA PRESS)

October 16.—While Peking is prepared to appoint General Wu Pei-fu Military Governor of Kiangsu in deference to the recommendation of certain quarters, it prefers to keep the post vacant in view of the agitation of the Kiangsu residents in Peking and Kiangsu people to abolish the Tuchunship.

Peking has decided not to place a Chang Tso-lin protege in Kiangsu if a military governor is found necessary, nor will it name Chi Shih-yuan, whose name appeared as nominee in Li Shun's will. It is not likely that Chang Tso-lin will force the issue and insist on having his own man in the post. Chi's influence, of course, is too weak to command the respect of the province.

PEACE MOVE

However, the Central Government is drawing near its plans to conclude peace with General Tang Chi-yao, the Yunnan Tuchun. He may be appointed Kiangsu Tuchun both as a peace term and as a measure to off-set the over-much influence of the Northern Inspefcor-Generals, Chang Tso-lin and Tsao Kun.

The scheme to keep political balance was to arrange terms with General Tang, which had already been proceeding before the death of Li Shun. Tang's emnity towards Li and his growing influence were thought to have been the partial cause of General Li's death, which Peking believes to be a suicide.

NO CHANGE IN PEKING

In view of the negotiations between General Tang Chi-yao and Premier Chin Yung-peng, the President is expected to throw over the friendship of General Lu Yung-ting of Kwangsi and his underlings, Tsen Chun-hsuan, Wen Tsung-yao and Chen Ching-tao. Yunnan's military expedition against the Kwangsities is thought to have been connected with negotiations.

There is absolutely no basis for the rumors that a coup d'etat had been effected here. The present administration is undangered and no immediate crisis is impending.

The political relignment is proceeding quietly, while the change of political complexion may not come for many months yet.

Dr. Peter Speaker Before Woman's Club

A regular meeting of the American Woman's Club will be held at the Carlton Cafe Tuesday afternoon at 4 o'clock when an interesting film illustrated lecture will be given by Dr. W. W. Peter, Secretary of the Council on Health for China. The meeting and lecture will follow serving of tea.

VOCATIONAL BODY MEETS

(*Reuter's Service*)

Washington, October 15.—The teaching of occupations to civilians incapacitated from carrying on their former work, as well as the vocational rehabilitation of discharged soldiers, sailors and marines will be discussed at a three days' conference of the Federal board of Vocational Education, composed of representatives of th State Boards, which, is opening here today.

Latest Society Star In The English Heavens

Miss Ada Gellibrand Is Eclipsing Lady Diana Manners Cooper In London;—Mrs. Asquith Writes Of Premiers And 'Souls'

London, September 4.—Miss Ada Gellibrand, one of the daughters of a wealthy Midlands manufacturer, seems to be taking the place until recently filled by Lady Diana Manners—now Lady Duff Cooper—as the perfect type of English beauty. Her claims, however, are not so generally admitted as were those of Lady Diana.

Miss Gellibrand is now at Aix-les-Bains, where the season is at its height. Her fame as one of London's fashionable beauties had preceded her. French opinion does not altogether sustain the English verdict. More than one American woman there and several French women cutrival her.

She is very tall, graceful, with nut brown hair, blue eyes, regular features and a really perfect peaches-and-cream complexion.

Suddenly she has been brought into the greatest social prominence and her presence at the smartest parties is sought with great eagerness.

At Cowes she was on Commander Chilcott's yacht, together with the Duke Reading, recently British Ambassador to the United States, and several other persons of prominence. Like Lady Diana Manners, Miss Gellibrand seems to lack animation, but her vogue is undoubted for the moment and it is almost impossible to open a picture paper without lighting upon her photograph.

QUEEN OF BEAUTY SUED

England's so-called Queen of Beauty, the wife of a Viscount, has been sued for $40 in the County Court by a tradesman and has been ordered to pay the debt.

How a person of her standing could be prosecuted for such a paltry sum, with the attending publicity, is a mystery.

She is Viscountess Curzon (not to be confused with Countess Curzon of Kedleston, an American woman), her husband, who is also her cousin, being the elder son and heir of Earl Howe, a wealthy peer with extensive real estate holdings in London and elsewhere. So the suit could not be due to lack of money.

Lord Howe married recently as his second wife the widowed Marchioness of Dufferin and Ava, who was Miss Flora Davis of New York.

Lady Curzon's title of Queen of Beauty was acquired some years ago when she was chosen to preside over the jousts at the Eglinton tournament, which had been revived by Lady Randolph Churchill and which caused considerable loss to the investors in the enterprise, many Americans.

Mrs. Asquith's reminiscences, which are appearing serially in advance of publication in book form, tells of Prime Ministers she has known and her coterie of "The Souls" in this piquant way:

SIZES UP PREMIERS

"It is curious to think that the Prime Ministers of the great Conservative Party have so often been hired bravos or wandering ministrels. I never cease speculating on the reason why they cannot produce a man of their faith that make for virility.

"Our follies in Ireland have not only cursed the political, but the social life of this country. It was not until the political ostracisms over Home Rule began all over again in 1914 that I realised how powerful socially I and my friends were in the eighties.

"Mr. Balfour once told me that before I and my particular group of friends—generally known as 'the Souls'—appeared in London, prominent politicians of opposite parties seldom if ever met each other, and he added: No history of our time will be complete unless the influence of 'the Souls' upon society is dispassionately and accurately recorded.'

"The same question of Home Rule that threw London back to the old parochialism in 1914 was at its height in 1886 and 1887; but at our house in Grosvenor Square and later in those of 'the Souls,' every one met—Randolph, Churchill, Gladstone, Asquith, Morley, Chamberlain, Balfour, Rosebery, Salisbury, Hartinkton, Harcourt, and I might add jockeys, acters, the Prince of Wales and every Ambassador in Europe."

An expert in dress has been struck by the "preponderance of badly dressed girls at the South coast watering places he has been visiting including Bexhill, St. Leonard's, Hastings and Eastbourne. He could "count on the fingers of my two hands" the number who were really smart. It is not wholly a question of clothes," he argues. In many cases the clothes are well cut and of good material, but look as if they had been "just thrown on."

The smartest seaside woman he saw was on the parsade at Bexhill. On her head she wore a Panama hat curved and adjusted to the right angle to suit her features. She had a white silk jumper, beautifully made, and an accordion-pleated dark blue silk skirt, admirable cut. It was all perfectly plain, but she attracted every eye by the outstanding smartness of her appearance.

DINARD IS MAD OVER DANCING

Many Well Known Americans Are At This Fashionable Resort In Brittany

Dinard, Northwestern France, Sept. 4.—Dinard, the long famous bathing resort of Brittany, is dancing mad. People dance morning, afternoon and night at the Casino.

The Casino is very gay.

There was a bathing costume competition. Some of the participants who thought their forms and not their covering would be judged were greatly surprised when the prizes went to others who did not exhibit so much of themselves.

Then there has been a head dress competition and another of dancing partners.

"There are heaps of Americans here," in the language of a visitor.

Mrs. Hughes Hallett still is the recognised the "Queen of Dinard" and social arbiter. Her receptions and dances are always crowded.

Mrs. Ballard Smith, widow of a former managing editor of The New York World, is her guest.

So is the Rt. Hon. Ian Macpherson, recently Chief Secretary of Ireland, who is accompanied by his wife, daughter of Sir George Rhodes of London.

Lady Grenville (who was Miss Olive Grace of New York and then Mrs. Henry Kerr,) has a villa at St. Briac, nearby on the edge of the golf links. She came with her husband, two children, ten servants and two automobiles.

Emma Eames (the prima donna who was Mrs. Julian Story and afterward Mme. Gorgoza) is at St. Briac with her family.

Dean Beekman of the American Church in Paris, is here with his wife, who plays tennis all the time.

Countess de Casteja, an American, is entertaining extensively.

Mrs. Canderberg, also an American, is a prominent visitor.

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WHITE WOOL BLANKETS

WITNEY AND SCOTCH MAKES

STOCKED IN DIFFERENT QUALITIES

SIZES FROM COT TO EXTRA LARGE BED SIZE

ARCTIC DOWN QUILTS

VENTILATED AND PURIFIED FEATHER AND DOWN-FILLED. ALL SIZES STOCKED.

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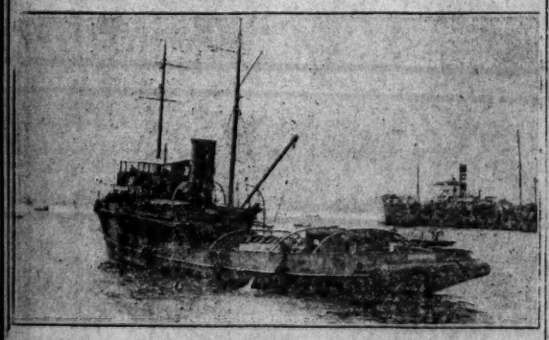
THE SHANGHAI TUG & LIGHTER COMPANY, LIMITED.



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Own a fleet of over 100 steel lighters, with a total tonnage of 18,000 tons. Also seven sea-going tugs and nine towing launches.

Also

the Rescue and Salvage Tug "St. Dominic," which is equipped with salvage pump, wireless, etc., and is capable of undertaking tows to all parts of the world.

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Good Barrels Don't Leak—

If The Following Rules Are Adhered To Closely—

1.—Line all barrels with glue before filling
Unlined barrels absorb oil.

2.—Paint entire barrel surface with a good body paint.
Unpainted barrel staves absorb moisture thereby producing expansion and later contraction.

3.—Provide adequate space allowance for expansion of oil.
Overfilling of barrels is the most common cause of their leaking.

4.—Store all filled barrels under cover.
Direct sun exposure causes excessive expansion of contents, also affects wood of barrel,

5.—Demand proper stowage for shipment.
Heavy loads bearing on the bilge of a barrel will open its seams.

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TOMORROW IN OUR COSTUME SHOWROOM

THE NEW SEASON COSTUME MODELS

will be on show and we shall make a special feature of our New English and French Models. We are unable to illustrate all our Models owing to the non-arrival of our electros, but those exhibited on this page will give you some idea of the dainty and exclusive styles. We specially wish to point out the

PARISIAN EVENING GOWN MODELS—FRENCH WOOL COSTUMES
ALL WOOL AND SILK SPORTS COATS

THE FINEST DISPLAY EVER MADE IN OUR HISTORY IN THIS DEFARTMENT

Ladies' Black Imitation Carcul Coat

Fur collar, loose back, Smart Design an attractive model.

$45.00

Ladies' Heavy Wool Sports Coats

The new long reverse in contrasting stripes, Lemon, Rose.

$32.00

A large selection of **Golfers** and **Jumpers** now in Stock. Inspection Invited

Navy Blue Cashmere Costume in Wool Gabadine. Well cut with the new roll collar of grey, braided pockets, similar to sketch. Exceptionally Cheap

Price **$65.00**

LADIES' COAT FROCK

A very choice garment, similar to sketch, in fine navy coating, embroidered in colors. Well tailored and good fitting. A very serviceable frock for morning wear.

Price **$65.00**

Ladies' Navy Coating Costume

Cashmere; nicely tailored with perfect taste; similar to sketch back being plain not pleated.

Price **$115.00**

A delightful ***COSTUME*** in Covert Wool Gabadine, nicely tailored, newest style.

$100.00

We can now offer you a large selection in **TWEED COSTUMES** in the leading colours.

Ladies' Navy Blue extra fine

SERGE COSTUME

Plain tailored style. We now offer at the exceptionally low price

$39.50

Smart Cut

WINTER COAT

Similar to sketch; in all wool blanket cloth. Saxe, Fawn, Mole

Price **$75.00**

Ladies Navy Blue Coat

Superior blanket cloth

Price **$35.50**

We can offer you a nice selection of **Children's Mackintosh Capes** with Check Hoods **Prices** from **$5.25** according to size

Unpacked on Friday,

Artificial Silk Jumpers the latest rage at home. Beautiful Colorings

PRICE **$27.50** each

Ladies' Raincoats

Similar to above sketch, in best Gabardine, Covert colourings

PRICES

$45.50

Novelty Silk Jumper

in Saxe, Rose, Fawn Grey, Cerise, etc.,

PRICE **$32.50** each

A Delightfully Warm Coat

in Blanket Cloth

Saxe, Grey, Fawn, Brown

Prices $45.00

Children's Oil Skins

In great variety of colours, Rose, Green, Biscuit, Brown, Fawn, Lemon.

Prices from **$15.50** according to size.

A New Creation in Silk Jumpers

Sky, Pink, Saxe, etc.,

PRICE **$25.50** each

Smart Dressy Coat

In Fawn only, with pouched back, similar to illustration, with Beaver collar.

Exceptional value **$95.00**

WELL TAILORED

LADIES' TWEED COSTUMES

Saxe, Green, Rose, Cheek, suitable for Autumn wear

Price **$27.50**

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TERMS—CASH **NO CREDIT**

Pilgrims Trimming Sail 300 Years Ago For Epochal Voyage

Two Continents Now Celebrating Exploits Of Adventurers Who Set Forth In The Mayflower

Three hundred years ago August 29, there rode at anchor in the harbor of Dartmouth, England, two small ships, the Mayflower and the Speedwell bound for America with that indomitable band of Pilgrim Fathers whose historic exploits are being recalled and celebrated on two continents this autumn. An unfortunate accident and treacherous management on the Speedwell added this delay to the series which had already tried them sorely. Within a week repairs had been made, some of the cargo had been shifted to make the boat more seaworthy, and for the second time the light vessels took a westward course. The Mayflower's consort, however, opened her seams again before they had sailed far from the coast, and the masters of both ships turned about in order to make the nearest harbor, Plymouth, before the Speedwell was completely disabled.

During the early days of September the chiefs of the Pilgrims consulted with representatives of the Merchant Adventurers, who had partially underwritten the colonising expedition, and decided to resume the voyage on the Mayower after both passengers and cargo had been transferred in so far as that ship of only 180 tons could furnish space. The Speedwell was ordered to return to London with about twenty persons who by reason of failing health or courage could best be spared in undertaking the uncertain voyage to a new land. With this the Speedwell passes off the historic scene.

Gov. William Bradford, whose "History of Plymouth Plantation" is the authoritative record of the Pilgrim colony, voices the opinion that the luckless Speedwell was "overmasted and too much pressed with sayles." More especially he charges that "by the cunning and deceit of the master and his company, who were hired to stay a whole year in the country, and now fancying dislike and fearing want of victeles, they plotted this strategem to free themselves, as afterwards was known and by some confessed." Because more of the Pilgrim leaders werb on the larger ship, with more provisions, Master Reynolds of the consort evidently permitted his courage to become so chilled that he was ready to take full advantage of the unseaworthiness of his craft.

LEAVE PERSECUTORS

Such an inauspicious beginning must have been a sore trial to the faith and courage of the seventy or more who had sailed away from Delfishaven, Holland, late in July to scatter the seeds of Pastor Robinson's little congregation on the hard soil of the New World. Only such as had become inured to the hardships of a meagre existence in the lowlands of Holland for eleven years could probably views these trials as the last fetters of the persecution which they were leaving behind. They had been harried out of England because of their disapproval of the forms and ceremonies of the Established Church, they had by dint of hard work lived in Holland for a decade and had kept their recently developed fair and stern convictions, they had survived numerous violent conflicts in their own congregation, they had sacrificed much of toil and slender savings to make possible this voyage, even before they embarked, only to shatter plans and hopes once more and proceed with misgivings but absolute devotion, to the cause they espoused. With all their fight to purify the Established Church, they never were unpatriotic. Disloyalty was not in their code. When they left Holland they sailed under the flag of their native land, and in their historic compact they subscribed to that agreement as "loyal subjects of our dread sovereign, Lord King James." After years of living where a foreign tongue was spoken they were inspired to move partly to prevent the corruption of their own language and customs. They chose also to sail under patent from the London Virginia Company, intending to settle along the northern boundary of that grant where they might establish an independent colony and enjoy that freedom of conscience which they had sought in vain at home and on the Continent.

The voyage of the Mayflower was the result of long consideration and sagacious negotiation with Dutch colonisers and later with a group of English tradesmen banded together as Merchant Adventurers to finance the expedition. On the one side the undertaking was the subject of much prayer and conscientious deliberation, on the other it was a matter of raising funds and driving a good bargain with a group of prospective colonists. The Leyden congregation had definitely decided to establish a colony embodying their own religious views in one of the recently discovered lands across the sea. For a time, Guiana, just visited by Sir Walter Raleigh, was considered, then New Amsterdam, and later Virginia. Influenced not a little by Thomas Weston of London they finally agreed upon attempting a colony in the northern part of the Virginia grant near the mouth of "Hudson's River."

Weston returned to England to organise the Adventurers and John Carver and Robert Cushman were sent to London to act for the Leyden congregation in completing arrangements and drawing up an agreement. After discouraging delays during the early summer of 1620 an agreement was signed, the Mayflower was hired and fitted out for the voyage and the Leyden leaders chartered the Speedwell. The agreement covered a period of seven years. The Merchant Adventurers bound themselves to contribute the necessary money to transport, equip and maintain the colony and provided the means of subsequent trade with the mother country. The Pilgrims were pledged to furnish men, women and children and such further money as was necessary for the undertaking. At the end of seven years all property was to be divided into two equal parts, the Adventurers making their allotments to the seventy comprising the organisation on a prorata basis of subscriptions, the colonists dividing in an agreed basis of shares. Each share was reckoned at ten pounds sterling. The division among the Pilgrims was to be along these lines: every person sixteen years of age and older joining the enterprise counted a share; for each share of money or provisions another share was credited; two children between the ages of ten and sixteen counted as one and allowed a share; children under ten were to receive fifty acres of unimproved land at the end of the seven years.

THE COMPROMISE

When the Mayflower and Speedwell arrived at Southampton early in August there was disagreement over two stipulations which the Pilgrims wished to make. They wished to reserve two days in every week for labor to their own account, and at the end of the agreed period of years to possess their homes exempt from valuation and division with the Adventurers. Cushman was derided because he had not secured these concessions, but the differences were composed, and with a parting letter of blessing from Pastor Robinson the two ships slipped out of Southampton harbor August 15—new style—1620.

Gov. Bradford tells of the following significant measures which were taken in Southampton for the management of the voyage. It is indicative of the political organisation which later was effected.

"Having ordered and distributed their companies for either ship, as they conceived for the best, they chose a governor and two or three assistants for each ship, to order the people by the way and to see to the disposing of provisions and such like affairs. All of which was not only with the liking of the masters of the ships, but according to their desires."

CARVER'S AUTHORITY

Until the Speedwell was abandoned at Plymouth Deacon John Carver was in charge of the passengers on that ship and Martin and Cushman divided authority on the Mayflower. There is no record of a subsequent election, but judging from the fact that Deacon Carver was "confirmed" as the first governor of the new colony, it may be correct to believe that he was in similar authority during the voyage of the Mayflower. Martin was not liked because as an Adventurer he had helped drive a shrewd bargain.

It was September 6—old style—when the Mayflower started the historic voyage to Cape Cod and America. There were 102 Pilgrims on board, with a small crew and as much cargo as could be stowed safely in the hold and every other available inch of space. We have no authentic record of the accommodations which the ship offered; in fact, there exists no exact description of the vessel itself. In all the writings of Bradford, Cushman and Capt. John Smith no mention of the ship's name is made, and we get the earliest authoritative evidence that it was the Mayflower from the heading of the "Allotment of Lands," an official document made at New Plymouth, March, 1623. Gov. Baadford's History of Plymouth Plantation" and "Mourt's Relation" contain the only meagre accounts of the memorable ocean passage. The manuscript has been so well preserved that for the most part we shall tell of the voyage as Goveror Bradford wrote it.

GOV. BRADFORD'S STORY

"September 6.—These troubles [difficulties with the Speedwell] being blown over, and now all being compacte together in one ships, they put to sea again with a prosperus winde, which continued diverce days together, which was some incouragemente unto them; yet according to the usuall manner many were afflicted with sea-sickness."

Only this for the beginning of the voyage, but as evidence of deeply religious reflections one incident is related with painstaking detail.

"And I may not omit hear a spetiale worke of God's providence. There was a proud and very profane yonge man, one of the sea-men, of a lustie, able body.

(Continued on Page 11)

AN ULTIMATUM

"I want a Tibetan Fox Skin and that's all there is to it. Why Lilly has a Tibetan Fox Skin and you should see the difference between it and the other fox skins. If you don't go to the Chinese Post Office and buy a money order for $25 and mail it at once to MR. ELLY WIDLER, TA TSIEN-LU, SZECHWAN PROVINCE, I shall never speak to you again. Now here's a kiss and be a good boy and don't forget to write to Widler for that fox skin."

There is no other skin like a Tibetan Fox Skin.

MARCO POLO.

Born 1915—Still Existing.

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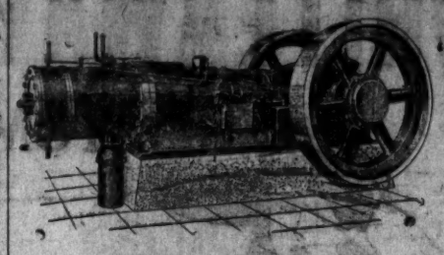

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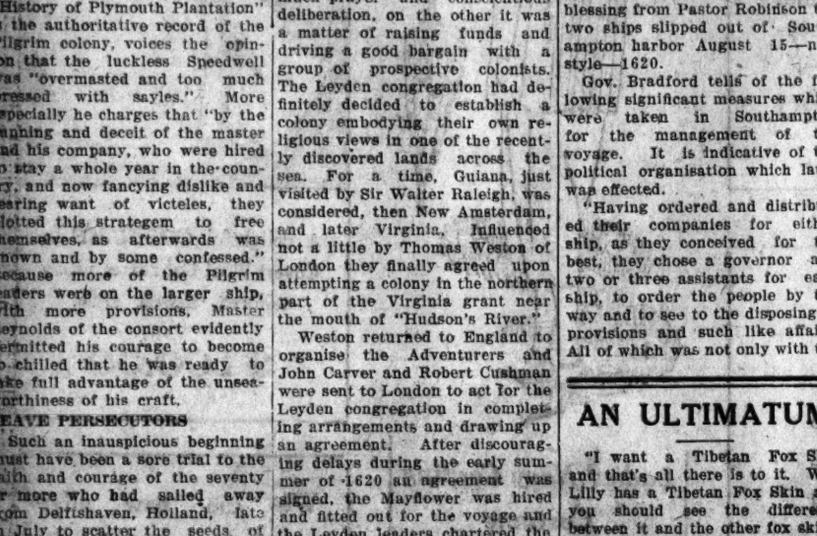

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Pilgrims Trimming Sail 300 Years Ago For Epochal Voyage

(Continued from Page 10)

which made him the more hauty; he would allway be contemning the poore people in their sickness, and cursing them dayly with greevous execrations, and did not let to tell them that he hoped to help to caste halfe of them overboard before they came to their journeys end, and to make mery with what thy had; and if he were by any gently reproved, he would curse and swear most bitterly. But it pleased God before they came halfe seas over to smite this yonge man with a greevous disease, of which he dyed in a desperate manner, and so was himselfe the first that was throwne overbord. Thus his curses light on his owne head, and it was an astonishment to all his fellows, for they noted it to be the just hand of God upon him."

Of the remainder of the voyage he says: "After they had injoyed faire winds and weather for a season they were incountered many times with crosse winds, and mette with many fierce storms, with which the ship was shroudly shaken, and her upper works made very leakie, and one of the maine beams in the midd ships was bowed and craked, which put them in some fear that the shipe could not be able to performe the vioage. So some of the cheefe of the company, perceiveing the mariners to feare the sufficiencie of the ship, as appeared by their mutterings, they entered into serious consuletation with the master and other officers of the ship, to consider in time of danger, and rather to returne than to cast themselves into a desperate and inevitable perill. And truly ther was great distraction and difference of oppinion amongst the mariners themselves; faine would they doe what could be done for their wages sake (being now halfe the seas over), and on the other hand they were loath to hazard their lives too desperatly. But in examining of all oppinions, the master and others affirmed they knew the ship to be stronge and firme undewater; and for the buckling of the maine beame, ther was a great iron screw the passengers brought out of Holland, which would raise the beame into his place; the which being done, the carpenter and master affirmed that with a post but under it, set firme in the lower deck, and otherways bounde, he would make it sufficiente. And as for the decks wel as they could, and though with the worke ing of the ship they would not longe keep stanch, yet ther would otherwise be no great danger, if they did not overpress her with sails. So they comited them selves to the will of God, and resolved to proceede.

"In sundrie of these stormes the winds were so feirce and the seas so high as they could not beare a knote of saile, but were forced to hull—strike sails and tore with the waves—for diverce days togither. And in one of them, as they thus lay at hull, in a mighty storme, a lustie younge man (called John Howland), coming upon some occasion above the grattings, was, with a seele—roll—of the shipe thrown into the sea; but it pleased God that he caught hould of the topsaile hailliards, which hunge overboard, and rane out at length; yet he held his hould (though he was sundrie fadomes under water) till he was haild up by the same rope to the brime of the water, and then with a boathooke and other means got into the shipe againe, and his life saved; and though he was something ill with it, yet he lived many years after, and became a profitable member both in church and commonwealthe."

"In all this vioage ther died but one of the passengers which was William Buften, a youth, servant to Samuel Fuller, when they drew near the coast."

From his experience and knowledge of sailing conditions in those days, Captain John Smith writes: "But being pestered nine weeks in this leaking, unwholesome ship, lying wet in their cabins; most of them grow very weak and weary of the sea." Of the conclusion of the voyage, Bradford writes:

THE MAYFLOWER MAKES SAFE HARBOR

"After longe beating at sea they fell with that land which is called Cape Cod; the which being made and certainly knowne to be it, they were not a little joyfull. After some deliberation had amongst themselves and with the master of the ship they tacked about and resolved to stand for the southward (the wind and weather being faire) to finde some place about Hudson's River for their habitation. But after they had sailed that course about halfe the day, they fell amongst deangerous shouls and roring breakers, and they were so farr intangled ther with as they conceived them selves in great danger; and the wind shrinking upon them withall, they resolved to bear up againe for the Cape, and thought them selves happy to gett out of those dangers before night overtooke them, as by God's good providence they did. And the next day they gott into the Cape harbor wher they ridd in saftie.

"Being thus arrived in a good harbor and brought safe to land, they fell upon their knees and blessed the God of Heaven, who had brought them over the vast and furious ocean, and delivered them from all the perils and miseries thereof, againe to set their fete on the firme and stable earth, their proper elemente."

The reference to Hudson River is worthy of further comment entirely apart from the role which New York might have played as the center of New England. Some historians, notably Azell Ames, who has compiled "The Mayflower and Her Log" from original sources, assert that the skipper of the Mayflower was Captain Thomas Jones, a rough sea dog who had led a more or less piratical career on the high seas. Between Captain Jones and Sir Ferdinando Gorges and doubtless Weston, they allege that a plot existed whereby the Pilgrims were deliberately stolen from the London Virginia Company and planted on territory outside of the Virginia grant. The maneuvering about Cape Cod, according to this interpretation, was simply a part of the plot to discourage the Pilgrims from settling near the Hudson, as evidently they intended when they left Holland. It is difficult to say that they were duped, for there is not a trace of suspicion about Captain Jones in any of the writtings of this period of the Plymouth colony. The exact identity of "Master Jones" is not clear. Bradford does not refer to him by his first name, and hence there has arisen the alleged complicity with Gorges and the Earl of Warwick. Historians of the Massachusetts Historical Society say that the skipper was one Christopher Jones, a trustworthy man entirly different from Captain Thomas Jones who was known to have a checkered career during his voyages to Virginia and other colonies. The course of American colonial history may have been greatly changed when the Pilgrims encountered the shoals and unfavorable winds off Cape Cod, but this bit of destiny can be easily exaggerated. It is sufficient here to relate that the Pilgrim colony was founded outside the jurisdiction of the company from which had been granted a patent. Whether the eminent Gorges connived with a crafty skipper to accomplish the colonisation of his difficult northern territory it is not necessary here to state. As one of the leading members of "The Council for the Affairs of New England" he was quick to grant a patent to the Plymouth colony in 1621.

Resolute though they were, the Pilgrims were but human. We can well imagine that there were some in that body of men and women whose optimism, courage and religious ardor cooled when they found themselves approaching the hard winter season in this strange land with sickness rampant and their larder of plain, coarse foods running exceedingly low. In just such surroundings was "The Compact," that move of political genius, made. From Bradford's "Mourt's Relation" we read a blunt explanation of what we might now call the morale of the Pilgrims after their memorable voyage.

"This day before we came to harbor, observing some not well affected to unitie and concord, but gave some appearance of faction, it was thought good there should be an association and agreement, that we should combine together in one body, and to submit to such Government and governours as we should choose and set our hands to this that follows word for word.

"In the name of God, Amen. We whose names are underwritten, the loyall subjects of our dread sovereaigne Lord King James by the grace of God of Great Britain, France and Ireland King, Defender of the Faith, etc.

"Having undertaken for the glory of God and advancement of the Christian Faith, and honor of our King and Country, voyage to plant the first Colony in the Northern parts of Virginia, done by these presents solemnly and mutually in the presence of God and one of another, covenant and combine ourselves together into a civil body politike for our better ordering and preservation, and furtherance of the ends aforesaid; and by vertue hereof to enact, constitute and frame such just and equall Lawes, Ordinances, acts constitutions, offices from time to time, as shall be thought most meet and convenient for the generall good of the Colony; unto which we promise all due submission and obedience. In Witness whereof we have hereunder subscribed our names. Cape Cod 11th of November, in the yeare of the raigne of our Soveraigne Lord King James of England France and Ireland 18 and of Scotland 54 Anno Domino 1620."

Then followed the signatures of forty-one men of the ecompany, Governor Carver, William Bradford, Elder Brewster, Edward Winslow, Capt. Myles Standish, John Alden, Dr. Fullerton, Allerton and the rest. Such men, with those who came ten years later to found the Massachusetts Bay Colony and merge with it the struggling Plymouth settlement, are the heritage of Massachusetts. Their contribution to the nation comes ringing down through the years at this tercentenary celebration of the voyage of that sturdy, pious band of Mayflower Pilgrims. They wrote boldly their page of history.

What became of the Mayflower was long obscure. A discovery has been claimed by Dr. Rendel Harris, chairman of the English Speaking Union, of the hull of the ship in the Old Jordan's Hostel, on Chalfont street, Giles, Buckinghamshire, England.

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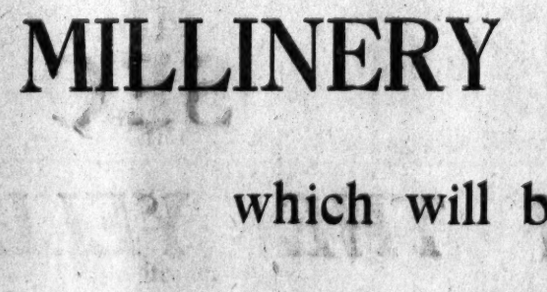

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German Red Cross Reports On Physical Deterioration Of Undernourished Children

BY LOUIS LEVINE
(*New York World*)

"We ask not for ourselves but for the kiddies."

Simple words, said as I was taking leave. But I shall not forget them, nor the voice that spoke them. Such voice and manner can come only to one who has fathomed the depths of the tragedy that is Europe.

Few Americans could have spoken them the same way. Nor any European whose heart had been touched only by the misery of his own people. Only one who has felt the agony of Europe as a whole could have sounded such a mingled note of sympathy and despair, and such appears to be Mr. Louis Sanne, Chairman of the Hamburg section of the Red Cross, who has come to America as representative of the Central Committee of the German Red Cross, at the invitation of the American Relief Administration. Mr. Sanne's representative capacity alone makes for broad human qualities, but his sympathies have been widened by circumstances and kinship. His wife is English, and his relatives have lived and died in France as well as in Germany, Austria and England.

Mr. Sanne is in New York on invitation of the American Relief Association. He said:

"I wish to convey the gratitude of the German people to America for all that has been done for us," he said with much warmth. "Our thanks are due to the churches, to the Society of Friends, to the American Relief Administration, to the Central Committee for the Relief of Distress in Germany and Austria to the quarter collections and to all the other organisations. It is impossible to mention them all by name, but our gratitude goes out to all of them. We know the work which they have done and which they are still doing, and we shall never forget the kindliness and humanity which the American people have brought to us. We know one thing—should the organisations now doing relief work in Germany withdraw their help it would be disastrous to us. In fact, we could not live through the winter."

I asked Mr. Sanne why some travellers had brought back reports that food conditions in Germany were satisfactory.

"I saw some of these reports," said Mr. Sanne. "They are readily explained. Outsiders travelling in Europe who are well provided with money and who stop at the large hotels can get many of the things they ask for. The prices may not even seem excessive to them, because the rate of exchange is so favorable; but outside the limited circle of profiteers there is no one in Germany who can pay the price of some of the food delicacies which are imported for a small and exclusive patronage. The people of Germany, laborers and professionals, employers and workers, the middle classes as well as the working class, all suffer from malnutrition. We are still on rations with regard to all important foodstuffs. In Hamburg at the end of July, when we left, the rations per person per week were as follows: One pound of rice (instead of flour), 200 grams of potato flour, one pound of potatoes, 160 grams of meat, including bones; 60 grams of butter and 100 grams of other fats, such as lard, etc.; 40 grams of sausage, 150 grams of sugar and 125 grams of jams. Our staple foods have been bread, potatoes and cabbage, but the bread is of very poor quality. No pure flour could at that time be distributed, and our bread contained more than 50 percent of substitutes, including sawdust. But even of this food there is just enough to keep us in agony.

"But we grown-ups are not concerned so much about ourselves," added Mr. Sanne. "We are worried about the children. The growing generation is in an awful condition, and the fate of the future is in the balance."

"What are the exact facts of the situation?"

"Very sad, indeed," replied Mr. Sanne. "The Red Cross made a study of the situation recently. We sent out cars to every district in the country containing certain questions which the local authorities were requested to answer. These cards tell the story of the physical and mental suffering of the German children."

Mr. Sanne took a number of cards from the table and showed them to me. They all contained the same facts about children in need of milk and clothing, sickly and undernourished.

"Take this card as an illustration," said Mr. Sanne, picking out one. "It is from a district in the Harz Mountains, one of the most beautiful and wholesome places in Europe. See what the figures show. In 1913 there were 250 tubercular children in the district, and in 1919, 1,120, or five times as many. There were 95 rickety children in the district in 1913 and 480 in 1919, or five to one. Of the 11,000 children in the district in 1919, 3,300 were undernourished, and note that the greatest ravages are among the children between the ages of six and fifteen."

"Why is that?"

"It is due to general undernourishment,' said Mr. Sanne, "but especially to the lack of milk and fats. Only children under one year of age are allowed milk, and children between the ages of one and five get skimmed milk. But the children over five years of age, like the adults, have to do without milk. There are people in Germany who have not tasted milk in two years. That has undermined their health so that the slightest illness just knocks them off their feet.

"The milk question for children is perhaps the most pressing one with us. Before the war our daily milk supply was 28,000,000 litres, about half a liter per person per day. Today our maximum production is only 3,000,000 litres a day. The Board of Health has estimated that we need 4,000,000 litres of milk daily just for the children under one year, and in order to supply skimmed milk to those under five. So we are 1,000,000 liters short daily for the children alone, and no hope of filling this shortage from our own sources."

I inquired why.

"We have not the milch cows," replied Mr. Sanne. "In 1913 we had 9,100,000 milch cows in Germany and in 1919 only 7,600,000. Besides, the production per cow dropped from 2,700 liters of milk in 1913 to 1,200 liters in 1919. Since then we have, under the provisions of the peace treaty restored a large number of cows to France and Belgium, and this has reduced our producing capacity still further.

"The same is true of our meat supply and of our sources of fat. In 1919 we had only 16,300,000 head of cattle, against 21,000,000 in 1913: the number of pigs in 1920 was 11,500,000, against 25,700,000 in 1913. Besides, the weight of cattle and sheep and swine has shrunk from 30 to 50 percent. That gives some picture of our position in regard to fats, for before the war we produced from our live stock about 700,000 tons of fat, of which about 590,000 was from pigs. Today we have not the fodder to fatten our cattle, and we have not the money to import the fodder. It will be long before we are capable of supplying milk and fats, even in moderate quantities, for ourselves.

"Meanwhile, what shall we do about the children?

"The American Relief agencies have answered the question and have earned the deep affections of the German people. The American societies have understood that we do not ask for luxuries or comforts but for the essential solid food that will put new strength into our undernourished children. If you could only see some of them you would feel our anguish. If you could only see the children fourteen and fifteen years of age who look like ten or eleven, and what's more, who can do no more than children of ten or eleven. Their physical weakness naturally kills their energy and mental alertness, and unless something is done it is horrible to think of what the future generation may be like.

"There has been some assistance from some of the neutral countries. Especially helpful has been the method of taking children out of Germany into Switzerland and Holland and other countries. The change and the good food restore them quickly. I had experience with my own boy. He was ill for a while and it was impossible to get him back to complete health on account of general food conditions. Then he was sent to Switzerland, and in six weeks he gained twenty pounds. That is typical of what could be done for all the children.

"Of course it is impossible to take all the children out of the country, or even a large number of them, for any length of time. Our main hope is that relief will be continued in the country. Think, for instance, what the work of the Society of Friends alone means. The Friends have been feeding 600,000 children a day—that is, providing an additional meal a day. This is saving hundreds of thousands of young lives, and the other relief agencies are doing the same."

"Is it true," I asked, "that the children also suffer from a lack of clothing?"

"It is only too true," said Mr. Sanne. "Clothing is so expensive it is practically out of reach for most people. During the summer months the children have been going to school without shoes or stockings. But, what is worse, they have no underwear and are going about that way. It is causing a lot hardship, especially skin diseases, which are aggravated by the lack of soap. It is dreadful to think that our boys and girls of school age who have been known for cleanliness and neatness have to appear in school in their present wretched condition.

"That is why," added Mr. Sanne, "we are exceedingly grateful to the Central Committee for the Relief of Distress in Germany and Austria for the clothing drive which it will soon begin.

"The war is over. The world must be rebuilt. The children of all countries will have to live in the same world. No civilisation will endure as long as half the world is hungry. For the sake of mankind, the possible effects of hunger and undernourishment must be offset. We look forward with hope to American generosity and broad sympathies. America will save the future generation of the world, or the curse of our children will everlastingly hang over the memory of our own lives."

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Submarine S-5 Sinks Again As 38 Rescued Men Tell Of Tortures; A Story Of Bravery That Will Become A Classic Of U.S. Navy

Working In Two-Minute Shifts In Small, Dark, Gas-Filled Chamber, They Drilled Hull

PUT SIGNAL THROUGH HOLE

Submarine Breaks Tow And Is Marked By Buoy, Awaiting Efforts Of Salvage Crew

Philadelphia, September 4.—While the damaged submarine S-5, now at the ocean's bottom, was being attached to a buoy off Cape Henlopen this evening—the battleship Ohio having found it impossible to tow her any further—a fairly complete narrative of the stirring experience of the underwater craft's company of thirty-eight men reached here.

The submarine may or may not be saved. Early this morning she broke away from the cables with which the Ohio was towing her slowly along and sank. Extraordinary efforts by the battleship's crew resulted in new lines being placed about her. But she was half full of water, was heavy and unwieldy, and early this evening the Ohio's commander decided it was useless to attempt further progress with her. Therefore, a buoy was set to mark the place where she rests, and great wrecking cranes later will try to raise her.

A STORY OF BRAVERY

But whether the undersea boat shall survive, the story of what her men went through—the story of their bravery and the keenness and gallantry of their rescuers—doubtless will become one of the classic tales of the United States Navy. And it is a tale, fortunately, with a happy ending, for by now, according to latest reports, all the officers and enlisted men who passed through a day and a half of physical and mental agony have recovered and are ready for the next job that may be assigned to them.

It was in fair weather and smooth seas that the S-5 was proceeding southward off the Delaware Capes at 2 o'clock Wednesday afternoon when Lieut. Commander Charles M. Cooke jr. gave orders for the men to stand by for a "crash dive"—a sudden plunge below the surface, such as might be taken by a submarine in war time should an enemy appear unexpectedly.

The men sprang to their places. The hatches leading to the sub's deck were closed, the periscopes were drawn in, the mechanism controlling the fins was set at a sharp downward angle, and, nose first, the S-5 started a steep descent beneath the waves.

It was not a new maneuver for the crew. They had gone through it before. It is part of the regular training of all submarine outfits. But something went wrong. Whether it was a mechanical fault or possibly a bit of carelessness on some one's part has not yet been established. But for some reason a large valve in the air tank—that most vital part of an undersea craft—remained open instead of being closed tight, and a flood of water poured into the living quarters forward.

TRIED VAINLY TO RISE

Commander Cooke sprang to the elevating apparatus and set the fins so that the sub should rise; but the great weight of the water in the downward-tilted bow made this impossible, and, gently, the craft kept going further and further bottomward, until her nose touched the ocean floor, at a depth of 165 feet.

The S-5 then was resting at an angle of 60 degrees. The inclinometers told the officers that. With this information at hand they knew that some of the stern, because of the length of the craft, probably would be above water.

In that fact—provided the sub could not make her upward way alone—rested their only hopes of being saved, and those hopes, they all admit, were faint enough.

One of the greatest dangers to a submerged undersea craft is the possibility that water may come in contact with the storage batteries, for the liquid and the chemicals at once set up a choking, lung-cutting, evil-smelling mixture called chlorine gas. And this happened almost at once, as the flood poured through the air valve that should have been closed.

There was no chance of remaining in that forward part of the sub. Officers and men backed away from it, climbing up the incline to the stern. But this was not until several of the crew had labored gaspingly in the chlorine fumes, until the compartment's water-tight doors had been closed and sealed.

MEN REALISE PREDICAMENT

Efforts were made in various ways, by the force of compressed air and otherwise, to expel some of the water that was weighting down the forward end of the S-5, but these were unavailing. It became obvious after a couple of hours of work that the S-5 could not regain the surface through the endeavors of those within her, and that the only chance for the thirty-eight lives must come from the outside.

Had it been the other way about—had the stern been down and the bow aloft—there might have been an opportunity for the men to get to the surface through the torpedo tubes, at least for those passages to have been opened for the admittance of air. That was out of the question, for the tubes were facing the bottom of the sea. And in the stern of a submarine there is no opening—nothing but the solid steel skin, watertight and airtight.

Despite the sealing of the compartment where the water sloshed about over the storage batteries, the chlorine gas continued to pour through infinitesimal chinks in the watertight doors, and more and more the oxygen in the interior of the submarine was consumed by the breathing of the thirty-eight occupants.

It was not a great while before the control room, about amidships in the craft, became untenable, and Commander Cooke ordered this vacated and closed. Then there remained only as living places two small machinery chambers, far back toward the stern.

WORK WITH HAND DRILL

But the officers and crew of the S-5, huddled in these cubby holes, drawing heavy, foul air into their lungs with every breath, and remembering the fate of the men of the F-4, who perished off Honolulu in a somewhat similar plight in 1915, were not idly abandoning themselves to fate. Not the boys of the United States Navy. They never quit.

Commander Cooke got a small hand-drill and started its edges cutting into the tough steel shell of the stern. He worked furiously for two minutes, and then, because of the bad air and the cramped quarters, became exhausted. The other officers and all of the men who had any strength left struggled with that tiny tool against the close-fibred metal.

Two minutes was as long as any one man could work in the foul atmosphere and in the contorted position it was necessary to assume.

It was dark all this time. The lights had gone out with the crippling of the batteries. No man could see anything, save the white patch that marked another's face. There was no food, either, except what each had

(Continued on Page 14)

Survivors Of Ill-Fated Under-Sea Boat

INTERNATIONAL

The luckiest men in the world are the members of the crew of the sunken United States Submarine S-5. This photograph was taken shortly after their arrival at the Philadelphia Navy Yard aboard the United States Destroyer Biddle. All told thrilling stories of their imprisonment in the crippled submersible and of their rescue after forty-three hours of patient waiting.

That Awful Backache Banished as if by Magic

At last a remedy has been discovered that gives almost immediate relief in the painful forms of kidney trouble, and effects a certain cure in practically all cases of rheumatism, gout, sciatica, lumbago, stone, gravel, and even the terrible Bright's Disease. This remedy—De Witt's Kidney and Bladder Pills—dissolving in the stomach forms an antiseptic solution which washes out the kidneys and bladder, and restores them to their healthy normal activity in passing the impurities from the blood out of the body. These impurities, in the form of uric acid, if allowed to accumulate in the blood, cause rheumatic and dropsical pains, backache, constipation, weakness, and depression—all of which symptoms lead on in time to the more sever and deadly forms of kidney disease.

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DO YOU REALISE YOUR DANGER?

These symptoms may mean incessant tortures of rheumatism—wearing out, stabbing backache (lumbago). Gout that cripples and deforms. Bladder inflammation or gravel that cause such excruciating pain, or the deadly Bright's Disease.

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This is not a feeble quack remedy; it professes to do nothing that is not amply proved in 99 cases out of a 100. Many so-called "Kidney Pills" merely regulate the bowels. De Witt's go straight to the root of the trouble—the kidneys and bladder. Relief from pain is positively guaranteed within 24 hours of taking De Witt's Kidney and Bladder Pills, and a blue tinge in the urine caused by one of the antiseptic ingredients proves to you, for your own satisfaction, that the healing properties have actually passed right through the kidneys and bladder.

Mrs. WYKES. (from Photo).

Mrs. Wykes, of 23, Victoria-street, Nuneaton, said in 1913:—"For over eleven years I suffered with terrible kidney trouble and most acute backache pains. At various times through this long period of suffering I have been in a very bad condition, pains striking me across the back and loins. To stoop was torture, and every action was a trouble. It was just as if a vice had got hold of me and was screwing me up. I tried many remedies, first one and then another recommending me to different things, but nothing seemed to touch my case. During the early part of 1913 I heard of De Witt's Kidney and Bladder Pills, and determined to give them a trial. I am thankful I did, because I seemed to gain relief after the very first dose. I got another 2s. 9d. box from Mr. Baker's shop in Abbey-street, and felt much better. I got brighter and more active, and in fact felt a different woman. I intended to make a good cure of my case, seeing that I was getting so much relief, and I am pleased to say that I have done so, because for the last twelve months I have been absolutely clear of my old complaint and have not had the slightest trace of any kind of backache."

Nearly three years afterwards—April, 1916—Mrs. Wykes said:—"De Witt's Kidney and Bladder Pills did me permanent good, there is not the slightest doubt about that; I always recommend them with a strong feeling a gratitude for what they have done for me."

With this splendid testimony in mind, can you continue to suffer without giving De Witt's Kidney and Bladder Pills a trial? For rheumatism, gout, lumbago, sciatica, bladder pains and inflammation, stone, and Bright's Disease they are absolutely unrivalled. They never fail to give relief. Within 24 hours the relief from pain and a certain blue tinge in the urine show that they have passed right through the kidneys and commenced their work.

Many women, with all the strain of housework and motherhood, suffer pains and weaknesses that make depressed and irritable, and yet are content to go on suffering until the weakness has gone too far, when they pay for their neglect with the tortures of a deadly disease.

Those dark circles under the eyes, bad breath and nasty taste in the mouth, weary, stabbing, dragging-down backache pains, headaches, swollen and rheumatic limbs are the warnings of deadly kidney complaints. Do you know that Bright's Disease causes thousands of deaths every year?

Delays are dangerous. As soon as the first symptoms begin to show themselves you should treat them, with a remedy that has cured thousands of chronic cases, the remedy that thousands of people are taking to-day, the only proof cure for kidney trouble—De Witt's Kidney and Bladder Pills.

These are the words of Mrs. Briggs, of 2, Park-lane, Hayes, End, Middlesex:—"I owe my life to De Witt's Kidney and Bladder Pills; they made me a new woman."—Mrs. Briggs says that after a severe chill her kidneys became inflamed.

KIDNEY & BLADDER

De Witt's Pills

When you buy the pills, be sure they are De Witt's in the red boxes printed in red and gold, with the red wax seal on the bottle. Give them a fair trial, and prove for yourself what relief they bring. If you would like any further information on this case send a post-card to the makers:—E. C. De Witt and Co. Ltd., Laboratories, E. Croydon, England, mentioning this paper. De Witt's Kidney and Bladder Pills are sold by Chemists and Storekeepers everywhere in every part of the civilised world. If you have any difficulty in obtaining "genuine De Witt's Kidney and Bladder Pills with the red seal on the cork, write to The Shanghai Dispensary, Foochow Road, Shanghai.

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Submarine S-5 Sinks Again As 38 Rescued Men Tell Of Tortures

(Continued from Page 13)

been able to grab hurriedly as he made for the stern.

All of Wednesday afternoon and Wednesday night passed, with the officers and men huddled on the slanting bottom of the stern putting forth their feeble efforts against the strength of the metal hull.

Finally Thursday morning the drill bit through the last of the steel shell and found the free air outside. It was withdrawn and a ray of light and a small draught of oxygen penetrated the small aperture. Not much improvement was made in either breathing or visibility by the hole in the stern, but on it depended the best chance of the thirty-eight for making their plight known.

SAVED BY AN UNDERSHIRT

It has been reported that a "telephone buoy," an ingenious war device, was released from the S-5, and that the bell of this was what called rescuers to the scene. But according to late information, that was not true.

What happened was that a long, slender pole was obtained, a sailor's thin, white undershirt was attached to this and then it was poked through the little drill-hole and waved. The hope was that a passing vessel, seeing the protruding stern from a distance, might pass it by as a derelict, but a lookout, seeing something moving, would have his vessel headed for that object.

From time to time, the men would put their mouths close to the little drill-hole and shout through it, on the chance that a human voice might reach a human ear, away out there on the ocean.

It was just twenty-five hours before there came an answering hail, and men from the steamer Alanthus, at 3 p.m. Thursday, approached the stern of the S-5 and sang out through the tiny aperture that aid was at hand. But better than their words of cheer was the fresh air that they sent pouring through the hole, by means of a small hand pump.

Later came the small boat from the steamship Gen. Goethals, with the gallant chief engineer, W. G. Grace, and his drill, which bored a circle of 56 holes, each admitting more air, and finally, weakening the hull so that a plate might be smashed out and the men, one at a time, hauled from below and carried to the Goethals, later to be removed to the Ohio.

WANT AIR AND CIGARETTES

They were haggard and drawn. They were weak and exhausted. But their physical torture had been nothing to compare with the mental stress they had suffered. Had a storm arisen and tossed their craft about, they were doomed. Had a much longer time passed before the rescue—as well it might have—they would have perished for lack of oxygen. Had the water been deeper, so that the stern did not protrude as a mute call for aid, their lives would have been beyond saving.

All of this they knew, and all of this they had on their minds every minute of their long stay beneath the surface. But once they got out, filled their lungs full of pure air (to say nothing of cigarette smoke—for fags were the first thing they wanted) and got some food beneath their waistbands, they were again the typical, happy-go-lucky American sailor men.

None will be permanently injured by the harrowing experience, according to present indications, though some are reported as weak and shaky. They all agree that, during the long hours of confinement and suffering, there never was a word of despair, never a syllable of fear. There was no streak of yellow in any of the thirty-eight. And why should there be? They belong to the U. S. N.!

HOW HOLE WAS CUT

Norfolk, September 4.—Capt. E. A. Johnson and his crew, aboard the steamship Alanthus, which gave first aid to the S-5, arrived at Norfolk today. Capt. Johnson, still blur-eyed and tired, told The World correspondent his story of the rescue.

"The Alanthus sailed from Boston at 3:18 p.m. on August 31," he said. "We were short a wireless operator, and when we sighted the submarine, we had no means of sending out calls for help. That is why the Gen. Goethels was signalled by the Alanthus to send out wireless calls.

"On September 2, the Alanthus was in latitude 38-49 degrees north, 73-51 degrees west, steering on a course 220 degrees, when she sighted about 1:10 p.m. an unknown object bearing 150 degrees. Immediately we changed our course to 150 degrees, and proceeded to the unknown object. To our surprise, we found it to be submarine S-5, of the U.S. Navy, standing at about 75 degrees angle and touching bottom. The stern of the submarine was projecting out of the water about thirty feet.

"We circled round the submarine and found that there was life on board. There was a small wire shoved throw a small hole in the submarine, and from the wire dangled a bit of white rag. It was a signal of distress.

"We came closer to the helpless craft, and we heard men yelling for help. It was the kind of yell that sends a cold, creepy feeling down your back. It was a cry of men face to face with death.

SUPPLIED WATER FIRST

"We brought the stem of the Alanthus against the stern of the submarine, just forward of the propeller. The helpless boat was already lanced, a small hole having been cut in the hull by the imprisoned men. Two members of the Alanthus crew ran a line through the hole. There was a hose attached to the rope and the end of the hose was extended to a bucket of water on board the Alanthus. In this manner we siphoned water to the mouths of the famishing men on the submarine.

"We could almost hear them smack their lips as they gulped down the cool water. They continued to cry for help, and we yelled that we would save them.

"When the men had been supplied with water, the chief engineer on the Alanthus enlarged the hole in the submarine with a hacksaw. Then a two-inch hose was pushed through the opening. Through this hose we pumped air to the men in the submarine. They gave us a cheer. It acted like a stimulant to the men on the Alanthus. We worked faster. The cries of help from the men in the submarine appeared louder. The air and water had helped their throats.

"The submarine had exhausted its supply of compressed air at 10 o'clock in the morning of the day we reached them. While we were pumping air through the hole the engineer was still working with his hacksaw, and the opening was made large enough to permit passing the body of a man.

"At 4:20 p.m. the Gen. Goethals hove in sight. We signalled her and asked that she send us a wireless operator. This was done, and it was then that an S O S call was sent broadcast.

WENT ABOARD SUBMARINE

"The master of the Goethals sent us assistance through great difficulty, because of the condition of the weather. Then we ran a line to the starboard of the Alanthus. Then we ran two lines to the submarine. These were made fast to a shaft. We parted two lines when the rough seas tossed us high before we could make them secure.

"When we got a seven-inch hawser to the submarine, the Alanthus was able to hold her stern up. Then the master of the Alanthus went on board the submarine. He carried a three and a half-inch steel hawser with a five-inch chain and passed the chain around the shaft and rudder of the submarine. This was made fast to the steel hawser. The submarine then was securely held. She could not sink unless the steel hawser broke.

"Then the Master and Chief Engineer C. Jacobson of the Alanthus, went down into the submarine by means of the pilot ladder. The first man to greet us was Lieut. Commander Cooke, skipper of the submarine.

"The engineer and master of the Alanthus set to work to build a stage of 16-inch plank, extending from the submarine over the starboard quarter. After this was completed, the engineer resumed work with his chisel and hacksaw.

RELEASED IMPRISONED MEN

"Then the chief engineer and his assistant went down into the submarine and began the work of releasing the men. Due to weather conditions, it was 1:10 o'clock in the morning before a hole large enough to admit the body of a man was cut in the submarine. At 1:43 a.m. the first member of the submarine crew was hauled on board the Alanthus. It was 2:25 a.m. when the last man was out. Lieut. Commander Cooke was the last man hauled out of the craft. "We used a canvas sling to haul the men out. It was eight feet wide and eight feet long. It was attached to a line and fastened to the fore deck of the Alanthus. It worked perfectly and we did not injure a single member of the submarine crew in making the rescue.

"A doctor from the Gen Goethals rendered what attention the men needed after they were safe on the Alanthus. Hot soup, coffee and other food was supplied all the men able to eat. Several were too exhausted to eat until a lapse of several hours.

"A number of ships answered the calls for assistance, but the men were all safe when they arrived. The destroyers Preston and Breckinridge and the battleship Ohio arrived a few minutes after the rescue was made."

The crew of the Alanthus still show the terrible ordeal they went through. Capt. Johnson said the submarine's men would have been dead by night, if his ship had not sighted the craft.

St. John's University News Items

Confucius Birthday was celebrated at St. John's on Friday, October 8. As was the usual custom, the students had a "mei" banquet. The buildings were decorated with lanterns for the occasion. Music, cinema show, and speeches constituted the program of the night.

* * *

Saturday, Sunday, and Monday (9th, 10th, and 11th October) were holidays, the Confucius Birthday having been coupled with the National Day. Roll call was held at 7:30 a.m. Monday.

A Swimming Contest was held on Wednesday evening, October 13. Heats were run off on Monday, October 11. There was a friendly competition with the Chinese Y. M. C. A. on Saturday the 16th.

* * *

The Famine Relief movement is in full swing. At the close of the preliminary campaign, $800 has been pledged. The University Co-operative store has contributed $300 towards the Famine Relief.

* * *

Prof. H. H. King, Advisor to Gen. Yen of Shansi, spoke before the student body on October 11, on the subject "Shansi and its Model Governor." Prof. King first gave a brief account of the geography and people of Shansi, and then dwelt at length on the administrative polices of Governor Yen, with particular reference to the measures adopted towards relieving famine in that province.

* * *

Mr. P. Rosenbluth spoke before the College Literary and Debating Society on Friday evening, October 15. His subject was "Economic Conditions in Europe after the war." Mr. Rosenbluth was associated with Mr. Herbert Hoover in the relief work in Europe after the war.

A new barber shop for the convenience of the Collegians has been installed in the University. The students will not be charged for the service of the new barber.

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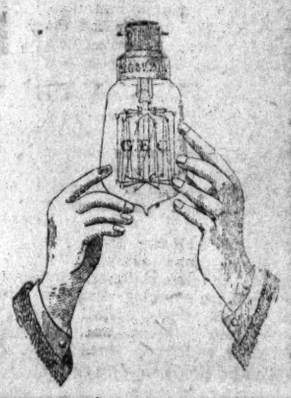

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Geraldine Farrar

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Spasmodic attention won't do it—having your nails manicured *occasionally* may only make the cuticle look worse, in the long run. But with a bottle of Cutex at hand, it is so easy to keep your cuticle *always* smooth and firm.

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Once or twice a week, according to the rapidity with which your cuticle grows, dip the end of an orange stick, wrapped with absorbent cotton, into your bottle of Cutex and work it gently around the base of each nail, gently pressing back the cuticle. Carefully rinse the fingers in clear water, pressing back the cuticle as you dry your hands.

Thousands and thousands of women would tell you that in half the time it takes for the ordinary manicure, they can, with Cutex, keep their nails always in noticeably lovely condition. Use Cutex regularly, and you, too, will find that it does away entirely with the cuticle cutting and trimming that ruin the appearance of your nails.

Get a bottle today at any drug or department store.

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Soviets' Unchanging Aim

World Revolution Their Object, Whatever Present Professions, Says Released British Officer

BY JEROME LANDFIELD

The number of foreign observers who have had access to Soviet Russia has been very limited, and few of these have been competent to give us reliable testimony as to what is happening there. The Soviet authorities have used every means in their power to prevent any one from coming in unless previously assured that he was favorably disposed to them or that he was open to financial inducements to report in their favor. The American Commissioner in the Baltic States, John A. Gade, who has recently returned to the United States, reports that he worked unceasingly to secure permission for reputable newspaper correspondents to visit Soviet Russia, but without success. Invariably the requests of such correspondents were turned down, whereas permission was frequently granted to correspondents of doubtful character or strong Bolshevist leanings.

In the case of venal correspondents, the task of the Soviet authorities was, of course, not difficult. On the other hand, more or less honest pro-Bolshevist observers were very carefully stage-managed and elaborate precautions were taken to show them only what would redound to the credit of the Soviet regime. In the case of the British Labor Delegation, their efforts in this direction were not entirely successful, as witness the reports of Bertrand Russell and Mrs. Philip Snowden, reports which aroused the indignation of Lenin and Zinoviev.

There has recently come out of Russia, however, a man who not only enjoyed exceptional opportunities of observation, but who was unusually competent to judge what he saw. This is Captain Francis McCullagh, a British officer who was taken prisoner by the Bolsheviki in Siberia last Winter. With a view to helping other British officers and soldiers captured at the same time, Captain McCullagh concealed his status as an officer and registered himself as a civilian. This enabled him to see much more of the inner workings of the Bolshevist regime than would otherwise have been possible and also to interview Trotsky and other Communist leaders, including Yurovsky, the man who murdered the late Czar at Yekaterinburg. He was able to travel over the Trans-Siberian Railway and to spend more than a month in Moscow. His sojourn in Russia was not without considerable danger, and on one occasion he was arrested by the Extraordinary Commission and kept for seventy hours in an almost dark cell, while all sorts of devices were employed to shake his nerves. He left Russia as a civilian refugee under the O'Grady-Litvinov agreement.

Captain McCullagh has contributed to the Nineteenth Century and After an account of the Bolshevist regime and its nature and purposes, based on his personal experience, and it is not too much to say that this is the most valuable testimony on the subject that has yet come to hand. It is particularly illuminating as throwing light upon the present negotiations between Soviet Russia and Great Britain.

"No matter what promises the Bolsheviki enter into with Great Britain," writes Captain McCullagh, "they will not abandon the active prosecution of their plans for revolutionising the world. These plans are an essential part of their theory, and for us to expect the Communists to give them up would be like the Communists expecting us to give up our theory and practice of ministerial responsibility.

"The Bolsheviki hold that mankind is divided not into nationalities, but into two classes, the proletariat and the parasites. Such of them as have had some education admit, however, that unfortunately in the benighted capitalistic States outside Russia many of the proletariat are at present working as slaves and instruments of the parasitic classes, being drugged and stupefied by patriotism, religion, and a bourgeois education ingeniously designed by the capitalists to make them contented with their servile lot. When these deluded workers have been enlightened, they will see that their place is not with the capitalists, but with the people. Such, in short, is the Bolshevist contention."

According to Captain McCullagh the simple Communist idea is to arm all the peasants and workers of the world so that they will turn their rifles on their respective oppressors, the kings and capitalists of their own land, and, having abolished these, to shake hands all round in token of perpetual peace. This simple theory has gripped the Bolshevist mind in Russia as if it were a divine revelation. Several conditions peculiar to Russia, such as the simplicity and ignorance of the people, the ascetic and mystical traits in their national character, the nature of their former government, and their profound love of peace have contributed to the easy acceptance of this theory, and their underdeveloped sense of nationalism has prevented opposition to it. This theory has in fact become a sort of religious dogma among them and this explains the fanatical character of the convinced Communists.

Lenin himself typifies this almost religious fanaticism. He knows more about conditions in the outside world than most of the simple folk who make up his followers, but he knows much less than foreigners give him credit for. He is a fanatical believer in his own dogma of internationalism—or more properly anti-nationalism—and cosmopolitanism. To quote Captain McCullagh:

"In speaking of this man many Englishmen seem to form in their minds the picture of a statesman who will act as they themselves would act if they were in his position. They think that the responsibilities of office must sober and modify him as they would sober and modify an English Socialist. They believe that his extremist utterances are mere popular clap-trap such as an English politician indulges in for electioneering purposes, that he must 'play up' to the impossible demands of his party, but that when it comes to practical politics he is bound to display moderation and common sense.

"Such Englishmen do not know Lenin. They read their own character into that of the Communist leader and attribute to him an English mentality and training which he has not got. There is in Lenin and in the whole Communist Party a good deal of that inflexibility, narrowness, intolerance and fanaticism which we associate with the Eastern church.

"The meticulous care which the Bolsheviki take to prevent foreign literature and non-Bolshevist foreigners from disturbing the belief of their neophytes in the Bolshevist faith reminds one of the care taken by Pobyedonostsev, the Procurator of the most Holy Synod. The mentality in both cases is the same, though the object is different. No mistress of novices in a convent could be more careful than the head of the Extraordinary Commission to prevent bad, breezy men from the outer world from 'blowing in' among the innocent novices and shaking by profane laughter their delicately poised faith. A full description of these minute precautions would be amusing, but it would be too long a digression. What I have said, however, will show what a mistake it would be for us to think that these people can modify their program.

"It would be a mistake, therefore, to think that he will ever really surrender it—though he may promise to do so for the sake of getting locomotives and machinery from us. He has made this perfectly clear in hundreds of speeches and newspaper articles; if we think otherwise, he has a perfect right to say that he has not deceived us, that we have deceived ourselves. He has warned us not only in his public utterances, but by his actions, that he will not keep any promises he makes to capitalist States, and that he will use any methods and accept help from any quarters in order to attain his ends."

This is the idea not of Lenin alone, but of the whole Communist Party, as is shown very clearly by Captain McCullagh's personal observations of the way work is carried on in the People's Commissariat of Foreign Affairs at Moscow. Indeed, this is one of the most interesting descriptions of this institution that have come out of Russia and it would appear that this is the one organ of their Government in which they have shown ability for organisation, probably because propaganda is their speciality, and in this field they are not restrained by any considerations of honor or moral principle. Here is Captain McCullagh's vivid account:

"Most of the members of the department belong to the Third International, and their main work is to produce revolutions in foreign countries. After working hard all day organising trouble for us in India, Persia, Turkey and Egypt they allow themselves some comic relief and relaxation in the afternoon by the composition of soothing despatches intended for the English bourgeoisie. One of them, Commissary Feinberg, acts very often as correspondent of an English newspaper, The Daily Herald. Many of the English passports which go through Feinburg's hands get 'lost,' that is, they are set aside for the use of Bolshevist emissaries going to England or else utilised as models in the the well-equipped establishment for the fabrication of English passports.

"In April last there sat in the Foreign Office at Moscow and under the aegis of Tchitcherin, a pan-Mohammedan Congress, whose object was to stir up trouble in India, Persia and Turkey. This congress was not composed of chance delegates, but of chosen and dangerous men in touch with anti-British organisations all over the Near and the Middle East. I saw and spoke with the Afghan and Indian delegates, and I believe that there were also Persian and Turkish delegates present. One of the Indians was Professor Barrakatula, who is well known to our Secret Service. The meeting of this congress continued for a long time. Members of the Foreign Office staff took part in them, I believe. Strict secrecy was observed, and the doors were guarded by officials of the Soviet Government. I once discovered in the Foreign Office a written application from the Mohammedan delegates to the Foreign Minister. It asked that permission should be given to a certain Moslem delegate to come from, I think, Askhabad to Moscow, and proved, though proof was unnecessary, that the Foreign Office was managing the whole business.

"All these guests and a choice collection of other foreign revolutionaries are housed by the Soviet Government in the Savoy Hotel and in two private mansions, all three buildings being directly under the control of the Foreign Office. They are not only housed but also fed, paid and clothed. Motor cars are placed at their disposal. They travel free on the railways and their destructive activities are facilitated in every way."

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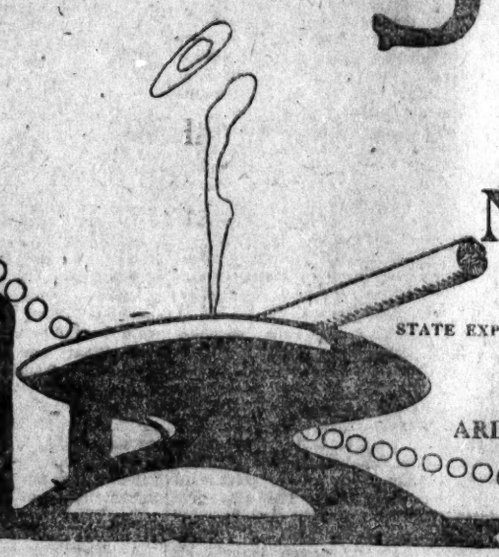

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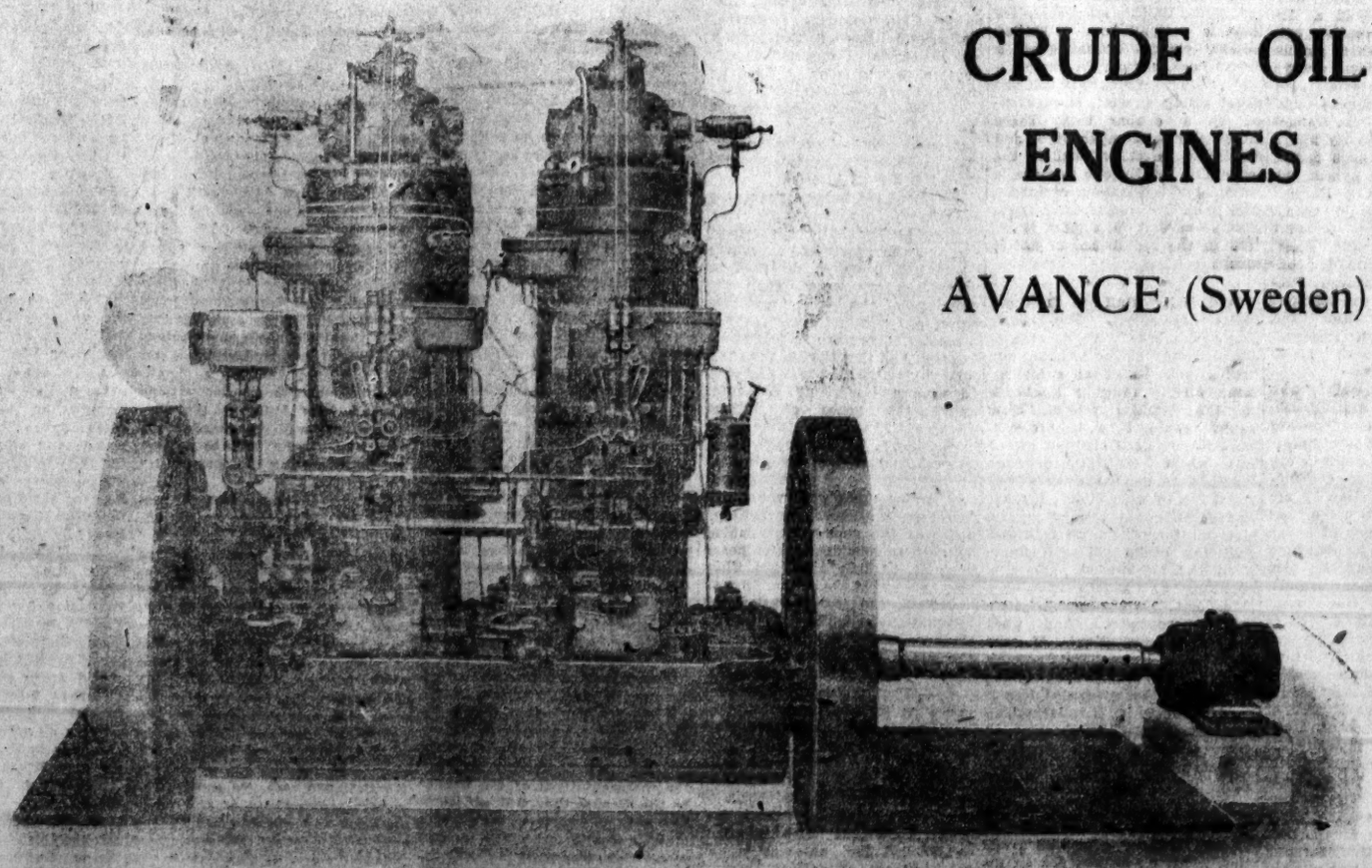

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WEATHER

The typhoon will either fill up or continue to recurve to northeast, thanks to the high pressures of the North. Strong monsoon along our coasts. Fine weather.

BIRTH

PERME: On October 16th, 1920, at the Victoria Nursing Home, Shanghai, to Mr. and Mrs. B. Permé, a son. 32890

Today's Church Services

Holy Trinity Cathedral.—Twentieth Sunday after Trinity. 8 a.m., Holy Communion. 10 a.m., Mattins (said); Psalms, 114, 115; Lessons, Ezekiel ii. 1, Peter iii, 8-14, 6. 11:30 a.m., Choral Eucharist; Harwood in A flat; Hymns, 438, 315, 322, 172; Preacher, The Sub-Dean. 3 p.m., Sunday School. 6 p.m., Evensong and Sermon; Psalms 124, 125, 126, 127; Lessons, Ezekiel iii, 4-21, S. John xv.; Anthem "Sunset and Evening star" (C. H. H. Parry); Hymns 223, 265, 12; Preacher, The Dean.

St. Andrew's Church, Broadway.—8 a.m., Holy Communion. 10:30 a.m., Mattins and Sermon, Psalm; 104, 115. Lessons, Ezekiel ii., 1, Peter iii, 8-iv, 6; Hymns, 270, 180, 282, 265; Preacher, Rev. W. Robbins, M.A.

St. Joseph's Church.—Masses at 6, 7 8:15 and 10 a.m. At 10 a.m. High mass. Sermon in English. At 4 p.m. Benediction of the Blessed Sacrement. Masses on week-days 6, 7:30 a.m.

Union Church.—11 a.m., Preacher, Rev. A. Norman Rowland, M.A.; Chant 67; Te Deum (Smart in F); Hymns 531, 187, 63. 6 p.m., Preacher, Rev. A. Norman Rowland, M.A.; Chant 88; Hymns 10, 51, 327, 683.

Christian Science Society of Shanghai, Masonic Hall, The Bund.—Sunday Service 11 a.m. Subject: "Doctrine of Atonement." Sunday School 10 a.m. Testimonial Meeting Wednesday Evening 6 o'clock. Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher, Rev. J. W. Nichols, M.A.

Shanghai Free Christian Church, (Corner of Range and Chapoo Roads).—The services in the above will be conducted as follows: Morning 11 a.m. by Rev. Alex. R. Saunders; Evening 6 p.m. Mr. Edward Hunt.

Community Church, (American Song Service).—5 p.m., Masonic Hall, No. 30 The Bund. Speaker: Lieutenant M. M. Witherspoon, Chaplain of the U. S. S. Huron. Subject: "The Measure of a Man." Solos by Miss Myra B. Olive and Mr. E. M. Morriss. Selections by Orchestra of the U. S. S. Huron.

The Beggar's Opera

And New Plays By Barrie And Galsworthy

BY JAMES GIBBONS HUNEKER

AFTER the mediocre productions at Covent Garden the performance of "The Beggar's Opera" at the Lyric Theater, Hammersmith, was both a surprise and a delight unalloyed. The war has undoubtedly given an impetus to British music, ancient and modern, and because of this revival I was enabled to hear rare compositions by Arne, Orlando Gibbons, Purcell, Blow and others. The freshness, the unaffected sweetness of these early British composers almost makes one regret the advent of the mighty Handel, who, like Richard Wagner, proved a devastating force to creative art. Nevertheless, by his sheer genius—the late John Runciman always spoke of him as the greatest man that England had produced—and despite his foreign birth, Handel remains the most weighty figure in the history of English music. He manufactured that hybrid, the oratorio, and gave the English people a combination of drama and church service in concert form. Opera in evening dress. A horrid mess, artistically considered. The big George Frederick trod down all the delicious flower gardens, the roses and violets, of bonnie Old England. More's the pity.

* * *

Some critic called "The Beggar's Opera" the first British, revue; rather is it the progenitor of a fruitful family of light opera, of which Gilbert and Sullivan are the most distinguished descendants. This merry medley by old John Gay is a more naive but stronger-fibred specimen of entertainment than the sophisticated work of Gilbert and Sullivan. Also more plain spoken, more cynical. Gilbert barely skims the moral surfaces of his subjects; Gay dives into the blackest of humanity and reveals the baseness of life, high and low, with a frankness that is Hogarth's, nay, Rowlandson's. Indeed, you are more minded of the coarser caricatures of Rowlandson and Gilray than of the mellower, finished art of Hogarth. Yet it was Hogarth who oftener illustrated John Gay's masterpiece, and in one instance painted a masterpiece in the portrait of Miss Fenton in the character of Polly Peachum, which picture now hangs in the Tate Gallery at Milbank. It was formerly in the National Gallery.

* * *

The present revival of the opera, so called, at Hammersmith not only gives us trained singers and actors from Sir Thom Beecham's forces, but has retained, thanks to the co-operation of Mr. Arnold Bennett, all the savor and gusto of the original version, too often "improved" upon by mealy-mothued arrangers. The English have not lost their feel[illegible] the strong, picturesque [illegible] early eighteenth century; they do not describe, as we do, a piano leg as "the limb of a musical instrument." So we get the bold and saucy words, the cruel terms, even the Billingsgate of the period in the text, which follows the edition of 1765—a text collated with the first printed edition of 1738. Mr. Frederic Austen has provided new settings of the songs, the versions taken from contemporary eighteenth century editions, and many tunes hitherto omitted in later times have been restored. The score fairly sparkles with gems, ballads, tunes, sweet and stout old tunes that warm the cockles of the heart; the tunes that our nurses sang or hummed to us in our infancy, and to rehear them brings back happy memories, sometimes tears. To render the illusion more complete there is a small band of skilled women players, consisting of a harpsichord, a viola da gamba, a viola d'amore, flute, oboe and the usual string quartet, strengthened by a double bass. These ladies play with much vigor and admirable precision under the leadership of Eugene Goosens, a young, forward-looking composer, who, with Cyril Scott, Lord Berners and several newcomers, is active in the renascence of native music.

* * *

And bully stuff are these old ballad melodies: "The bonny grey-ey'd morn." "Oh, London is a fine town," or the catching air, "Have you heard of a frolicksome ditty!" sung by Macheath to the familiar words, "How happy could I be with either, were t'other dear charmer away! But while you thus teaze me together, to neither a word will I say, But to! de rol," &c. Joyous! And the situation equally joyous. Not one for prudes or milksops. And the lordly roll of imprecations and blackguard phrases is appalling to modern nasty-nice ears, but Elizabethan in shape and sonorousness. And what racy characterisation! If ever New York hears "The Beggar's Opera"—and it was sung during our grandfather's days—I fear it would have to be Bowdlerised, so puritanical are we become. I forgot to say that the scenic investiture is admirable.

* * *

The present London interpretation, for it is still running to full houses, goes with a vim that positively makes you sit up. Ferderic Austen, who edited the score, is the Peachum; his stage daughter loves and marries the dashing highwayman, Captain Macheath, beloved of ladies, fast or loose, because of his courage and gallantry. Frederic Ranalow impersonates the disreputable hero with immense spirit and sings robustiously, as he should sing. Polly Peachum was assumed by Sylvia Nelis and Lucy Lockit was sung by Violet Marquesita, who ironically underlined the role in an effective manner. The rogues, Lockit—Arthur Wynn—Filch, capitally sketched by Alfred Heather, and the cast generally were fetching. No need to describe the picaresque comedy, a classic of its kind

(Continued on Page 18)

-:- The Covenant Of The League Of Nations -:-

Explained In Thirty Questions And Answers By
John Godfrey Saxe

JOHN Godfrey Saxe, M.A., LL.D., former State Senator and author of Saxe's Manual of Elections in the paper that follows has selected thirty questions with regard to the covenant of the League of Nations, which might during the progress of the campaign become the subject of controversy and, regardless of partisanship, made answer to them, explaining where explanation seems helpful. Apart from its other merits, this contribution is valuable because of the simplicity of its expression. He who runs may both read and understand it.

Q.—What is the meaning of the word "Covenant" as used in the title, "The Covenant of the League of Nations."

A.—A covenant is a mutual promises. "The" Covenant is a treaty, containing specific covenants or mutual promises. The title, "The Covenant of the League of Nations" denotes, primarily, these specific mutual promises—in general the same as those customarily contained in any treaty—except that, in "The" Covenant (1) these specific mutual promises cover a larger field than in any existing treaties, and (2) are not merely between two treaty-making Governments, but are intended to be between all the Governments of the world, who will thus unite in a world-wide League of Nations.

Q.—Why is the title, "The Covenant of the League of Nations," rather than "The League of Nations."

A.—Obviously, because its most important feature is the world-wide covenants touching all matters which will tend to maintain peace. The "Covenant" is first; the "League" second and secondary.

Q.—What is the purpose of The Covenant?

A.—"To promote international co-operation and to achieve international peace and security."

Q.—How is the purpose to be attained?

A.—By all the Governments of the world uniting in the mutual promises contained in the Covenant.

Q.—Who are the parties who make these mutual promises?

A.—The members of the League—eventually in the Governments of the world.

Q.—What Governments are now members of the League and parties to these covenants?

A.—Belgium, Bolivia, Brazil, Great Britain, Canada, Australia, South Africa, New Zealand, India, Cuba, Ecuador, France, Greece, Guatemala, Haiti, Hedjez, Honduras, Italy, Japan, Liberia, Nicaragua, Panama, Peru, Poland, Slovene State, Siam, Czecho-Slovakia, Urguay, Argentine Republic, Chili, Colombia, Denmark, Netherlands, Sweden, Switzerland and Venezuela China will shortly become a member when she ratifies the Austrian treaty.

Q.—What Governments are not members?

A.—Germany Austria-Hungary, Turkey, Russia, Mexico, and the United States of America.

Q.—Does the League guarantee peace?

A.—(1) No; but the covenant contains some forty odd covenants or mutual promises designed to prevent future wars. Thus the members of the League mutually agree that war or threat of war is a matter of concern to the whole League; and that the League shall take any action that may be deemed wise and effectual to safeguard the peace of nations (Article 11). (2) They also agree that it is the friendly right of each to bring to the attention of the Assembly or of the Council any circumstance whatever which threatens to disturb international peace or the good understanding between nations upon which peace depends (Article 11). (3) They also agree that the Assembly may "advise" the consideration of international conditions, the continuance of which may endanger the peace of the world (Article 19).

Q.—What mutual promises are made as to the manufacture of implements of war and the reduction of armament?

A.—(1) The members mutually agree that the maintenance of peace requires the reduction of national armament to the lowest point consistent with national safety and the enforcement of international obligations (Article 8). (2) They also agree that the Council is authorised to "formulate" "plans" for such reduction, "for the consideration and action of the several Governments," and that, after these plans shall have been adopted "by the several Governments," the limits of armaments therein fixed shall not be exceeded without the concurrence of the Council. Such plans shall be subject to reconsideration every ten years (Article 8). (3) They also agree that the manufacture, by private enterprise, of munitions and implements of war is open to grave objections, and that the Council shall "advise" how such evils can be prevented (Article 8). (4) They also agree that they will interchange full and frank information as to the scale of their armaments, their military, naval and air program, and the condition of their war industries (Article 8). (5) They also agree that a permanent Commission shall be constituted to "advise" the Council on the execution of the provisions of the covenant in respect to membership therein, to armament, and on military, naval and air questions (Article 9).

Q.—What is the controversial "Article X?"

A.—It consists of a general declaratory statement and a precise mutual promise for its enforcement, as follows: (1) The members mutually agree to respect and preserve, as against external aggression, the territorial integrity and existing political independence of all members (Article 19). (2) They then specifically agree that, in case of any such aggression, or in case of any threat or danger thereof, the Council shall "advise" upon the means by which the said obligation shall be fulfilled (Article 10).

Q.—What mutual promises are made for arbitration between members?

A.—The covenant recognises (a) settlement by diplomacy; (b) arbitration by arbitrators; (c) inquiry and settlement by the Council; and (d) where the Council is unable to effect a settlement or cannot unanimously agree, publicity and postponement. These specific covenants are as follows: (1) They agree that, if any dispute arises which is likely to lead to rupture," they will submit the matter either to arbitration by arbitrators, or to inquiry by the Council. (2) And, most important, they also agree, "in no case," to resort to war until three months after the award by the arbitrators or the report by the Council. In this connection, it is provided that an award by arbitrators shall be made within a reasonable time and report of the Council within six months (Article 12). (3) As to arbitration (as distinguished from "inquiry"), they agree that, whenever any dispute arises which "they recognise to be suitable for arbitration" and which cannot be satisfactorily settled by diplomacy, they will submit it to arbitration (Article 13). (4) They also agree that disputes which are recognised as "generally suitable" for arbitration are (a) disputes as to the interpretation of a treaty; (b) disputes as to any question of international law; (c) disputes as to the existence of any fact which, if established, would constitute a breach of any international obligation; and (d) disputes as to the extent and nature of the reparation to be made for any such breach (Article 13). (5) They also agree that the arbitrators shall be the court agreed on by the parties to the dispute, or stipulated in any treaty existing between them (Article 13). (6) They also agree to create a Permanent Court of International Justice, which is to be competent to hear and determine any dispute of an international character which the parties thereto submit to it. Hon. Elihu Root is now at The Hague assisting in the performance of this covenant (Article 14). (7) They also agree that they will carry out, in full good faith, any award that may be rendered (Article 13). (8) They also agree that they will not resort to war against any member which complies with such award. (9) They agree that in the event of any failure to carry out an award the Council shall "propose" what steps shall be taken to give effect thereto (Article 13). (10) As to inquiry (as distinguished from "arbitration"), they agree that, if any dispute arises likely to lead to a rupture but which is not submitted to arbitration, they will submit it to the Council and that the Council shall endeavor to effect a settlement thereof. If the Council is not able to so settle it, it shall make and publish a report containing a statement of the facts and its "recommendations" (Article (15). (11) In this connection, they agree that, if such a report by the Council is unanimously agreed to by the members thereof other than the representatives of the parties to the dispute they will not go to war with any party to the dispute which complies with the recommendations contained in the Council's report (Article 15). (12) They also agree that, if the Council fails to reach such a unanimous report, they reserve to themselves the right to take such action as they shall consider necessary for maintenance of right and justice (Article 15).

Q.—How about being constrained to arbitrate domestic matters?

A.—Domestic matters are not within the definition of those "generally suitable" for arbitration (Article 11, subdiv. 4); and the members of the League expressly agree that, if a dispute is claimed by a party thereto and is found by the Council to arise out of a matter which is solely within the domestic jurisdiction of that party, the Council shall so report and shall make no recommendation as to its settlement (Article 15).

Q.—What provision, if any, is made for arbitration or inquiry by the Council where a non-member is a party to the dispute?

A.—(1) The members mutually agree that the non-member state or states shall be invited to accept the obligations of membership for the purpose of such dispute, and, in case such invitation is accepted, the provisions of the Covenant as to arbitration or inquiry shall be applied with such modifications as may be deemed necessary by the Council (Article 17), (2). They also agree that if a state, so invited, shall refuse to accept the obligations of membership for the purpose of such dispute, and shall resort to war against a member, the covenants contained in Article 16 of the Covenant shall be applicable as against the state taking such action (Article 17).

Q.—What if a member breaks one of these promises?

A.—(1) The members mutually agree that, if any of them resort to war in disregard of the foregoing covenants, it shall, by that act, be deemed to have committed an act of war against all other members (Article 16). (2) They also agree that, upon the commission of such an act of war, they will immediately subject the covenant-breaking state (a) to the severance of all trade or financial relations; (b) the prohibition of all international intercourse; and (c) the prevention of all financial, intercourse (Article 16). (3) They also agree that, in such a case, the Council shall "recommend" "to the several Governments" what effective military, naval or air force each shall contribute to the armed force to be used to protect the covenants (Article 16). (4) They also agree that any member which has violated any covenant may be expelled from the League (Article 16).

Q.—Are any effective mutual promises made to prevent secret treaties or treaties inconsistent with the Covenant,

A.—Yes! (1) The members agree that every future treaty or international engagement shall be forthwith registered with the League and shall be made public by it (Article 18). (2) They further agree that no treaty or international engagement shall be binding until so registered (Article 18). (3) They also agree that the Assembly may "advise" the reconsideration of treaties which have become inapplicable (Article 19). (4) They also agree that the Covenant is accepted as abrogating all international obligations or understandings inconsistent with its terms (Article 20). (5) They also agree that they will not hereafter enter into any inconsistent engagements (Article 20).

Q.—Is the Monroe Doctrine safeguarded?

A.—Yes, expressly, the members mutually promising that nothing in the Covenant shall be deemed to effect the validity of treaties of arbitration or the Monroe Doctrine (Article 21).

Q.—What other mutual promises as to mandatories?

A.—(1) The members agree that the principle to be applied to smaller countries is that their well-being and development form a trust of civilisation and that this trust should be performed by advanced nations undertaking, on behalf of the League, a "mandatory" over the smaller nations (Article 22); but (2) they expressly agree that a mandatory shall be entrusted only to nations "who are willing to accept it" (Article 22).

Q.—What other mutual promises are set forth in the Covenant?

A.—(1) The members agree that they will endeavor to maintain fair and humane conditions of labor for men, women and children (Article 23). (2) To secure just treatment of all the native inhabitants of territories under their tutelage (Article 23). (3) To entrust the League with the general supervision over the execution of agreements with regard to the traffic in women and children, and the traffic in opium, etc. (Article 23). (4) To entrust the general supervision of the trade in arms and munitions with the countries in which the control of this traffic may be necessary in the common interest (Article 23). (5) To make provision to secure and maintain freedom of communication and of transit and equitable treatment for the commerce of all members (Article 23). (6) To take steps in matters of international concern for the prevention and control of disease (Article 23), and (7) to encourage and promote the establishment and co-operation of duly authorised and voluntary Red Cross organisations (Article 25).

Q.—How is the action of the League to be effected?

A.—By an Assembly and Council with a permanent Secretariat (Article 2).

Q.—What is the Assembly?

A.—It is a body consisting of all the members of the League It is authorised to deal with any matter within the sphere of action of the League or affecting the peace of the world. It acts only by unanimous vote, so that the vote of all but one is no greater than the vote of one. It may fairly be denominated as the continuation of the Paris Peace Conference, with the numerous additional Governments of the world who have since, or may hereafter, become members of the League.

Q.—What is the Council?

A.—The Council is an Executive Committee, which is authorised to deal with any matter within the sphere of action of the League or affecting the peace of the world. It also acts only by unanimous vote. The United States, if and when it joins the League, will be a permanent member of the Council.

Q.—The Secretariat is the Secretary, with the official staff which attends to the ministerial work.

Q.—What are the principal arguments advanced in favor of an allied peace and the Covenant of the League of Nations?

A.—(1) We fought with our Allies and won the World War. Our national honor demands an allied peace and co-operation to maintain peace. Any attempt to make a separate peace would brand us with everlasting dishonor. (2) The Covenant already exists. It is an accomplished fact. Virtually all the Governments of the world have already united in this World Treaty and the League is now functioning. No other League is possible. We must enter, or we must remain outside. (3) If our numerous treaties are worth while, a World Treaty is immeasurably more worth while. (4) On this hemisphere, outside the United States, there are 50,000,000 people. On the Eastern hemisphere there are 1,550,000,000 people. We are a credit nation and we have vast business interests abroad. Our prosperity is entangled with the prosperity of Europe. We are not rich enough to afford to have Europe again descend into chaos.

Q.—What are the principal arguments advanced against the Covenant, even with reservations?

A.—It provides a structure of world super-government in visionary form. (2) It is a barter of American independence; and the United States must not enter into any entangling alliance.

Q.—What is there to these objections?

A.—The League is an accomplished fact; There is nothing visionary about it. There is no super-government. The only constraint or limitation upon Governments is in their mutual promises. The Assembly and Council act only by unanimous vote and upon most subjects (as already appears) their powers are merely to "formulate" for the consideration of the several member states, to "advise" or to "recommend."

Q.—What about the cry, "Shall we send our boys abroad to settle a political quarrel in the Balkans."

A.—We have already sent 2,000,000 boys abroad and expended 100,000 lives and $20,000,000,000. The Covenant will tend to prevent a recurrence. It is a constitution of peace not a league for war.

Q.—What is the issue which the voters of the United States will be called upon to decide on November 2?

A.—Whether we favor an allied peace and membership in the Covenant of the League of Nations, or whether we favor a separate peace, and standing aloof from the Covenant.

Q.—What is the position of Senator Harding, the Republican candidate for President, upon this issue?

A.—He voted for the Covenant, with the Lodge reservations. Later, he voted for the Knox resolution for a separate peace. Finally, in accepting the Republican nomination, he characterised the Covenant as "a structure of world super-government, taking visionary form" and promised "a formal and effective peace so quickly as a Republican Congress can pass its declaration for a Republican Executive to sign."

Q.—What does the Senator mean?

A.—Newspapers differ. He questionably favors a separate peace. Ex-President Taft believes that he would approve the ratification of the Covenant with reservations, whereas Senators Johnson, Borah and La Follette believe that he stands with them against any alliance of nations. He has later said that he is in favor of reviving The Hague tribunal.

Q.—What is the position of Gov. Cox, the Democratic candidate for President?

A.—As Gov. Cox defined it in his speech of acceptance: President Wilson, as our representative at the peace table, entered the League in our name, in so far as the Executive authority permitted. Senator Harding, as the Republican candidate for the Presidency, proposes in plain words that we remain out of it. As the Democratic candidate, I favor going in."

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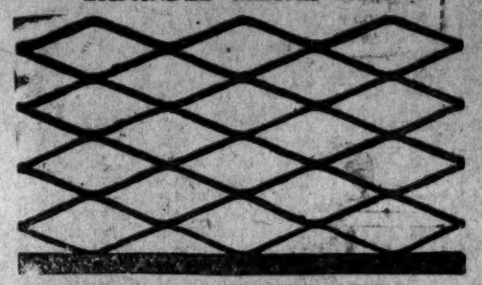

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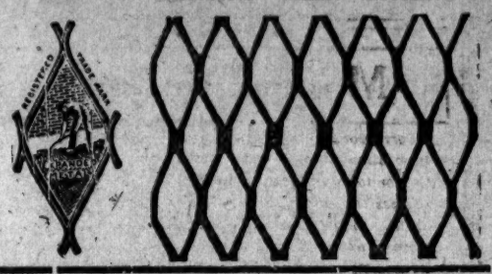

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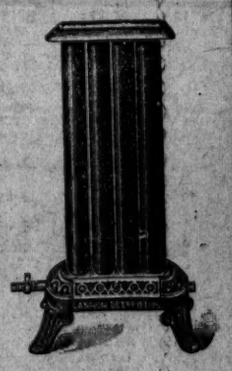

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NOT YET
GOSH IT OUGHT TO BE HERE ANY MINUTE NOW -
CLICK — CLICK, CLICK — CLICK — CLICK, CLICK CLICK — CLICK CLICK — CLICK —
?
THAT'S FROM JOHN. I KNOW, I CAN TELL BY HIS STUTTER!
SAY IT WITH FLOWERS
BERND
3-5

Musical Matters -:- By Ronald B. Hurry

Correspondents wishing to draw attention to Musical Matters, or to ask questions, should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

Last week we suggested the value to a pianist of learning to play without letting his eyes wander to the keyboard. This is really only developing something of the acute sense of 'feel' and location possessed by blind organists and pianists, of whom there are by now a great number.

During one of the Paci-Piastro recitals last season, the lights at the French Municipal Hall suddenly failed. Mr. Paci was in the middle of a brilliant playing of a Mozart sonata, and he was able to proceed to the end in the same style in total darkness.

* * *

Another pianist actually prefers a darkened room for his recitals; he says he can concentrate on the music better so than in a brilliant light. This is Mr. Sklarevski who provided such a feast of enjoyment on his last visit to Shanghai.

I hear that Mr. Sklarevski has been giving recitals in Europe, notably in Paris, and is now in Manila. In all probability he will visit Shanghai, if indeed his coming is not already announced. All musical people will look forward to hearing him. Sklarevski's playing is the perfection of clarity; yet he commands a huge variety of tone and expression.

In the matter of advertising his powers Mr. Sklarevski is perhaps at a disadvantage: he has a true artist's horror of attracting in the ways only too well beloved of some star performers. His charm consists precisely in his perfectly natural manner, entire absence of mannerism, and absorption in his art.

Shanghai is surely big enough now to extend a welcome to those who stoop neither to the vulgarity of self-advertisement nor to tickling the public fancy and the "critic's" vanity.

* * *

On his last visit I had ample evidence that there was nothing of mock humility in the great pianist's attitude; quietly conscious of his powers he gave unstinted praise to several living artists to whom some enthusiastic admirers had claimed him to be superior.

In Shanghai, Mr. Sklarevski was, I think, a little shy of offering an unconventional program. Perhaps our reputation has improved since then. I fee: that if this player cared to blow his own trumpet, it would be a big one without the tinny quality of the publicity seeker. As it is, he relies on the power of his interpretations to win his way; but every lover of music can do a little service for music here. These lines are a small attempt at such a service. Mr. Sklarevski's agent will do well to make his visit known as widely as possible. Anything less than all legitimate forms of advertisement would be an injustice to Shanghai and to Mr. Sklarevski as well as being bad business. Few towns, probably, possess so many good pianists as this for its size, and the place should now be in an excellent positicn to judge of the qualities of eminent visitors. Also it should now be able to welcome something beyond the recognised Chopin-Liszt selections.

* * *

If it happens that only a few of the keener musical people can be got to support piano recitals of this class, the general mass of the public should not be surprised if programs come to consist of what is "caviare to the general." Only wide public support justifies an artist in eternal repetitions of stock recital pieces.

Programs have always placed the artist in something of a quandary. He reasons something like this, surely: If I play first-rate stuff that is not worn to shreds I drive the general public away; whereas if I stick to the "Moonlight," Ballade in A flat, Rhapsodie Hongroise, and so on, I shall keep away the keen people who have heard all that too often. And all the time it is only the few keen people here that will turn out! What is the man to choose? Any player is justified in ignoring the tastes of people who won't be there anyhow, whatever his choice of music.

* * *

It is difficult to say which is the more to blame, the public or the player, for the apparent assumption that there are only about thirty or forty recital pieces in the world. There are thirty-two sonatas of Beethoven alone; none of the last six have ever been played here, to my knowledge. Bach is played scarcely at all, except the organ arrangements, a doubtful proceeding at best. Of Chopin I have not heard yet the Fantasia in F minor, or the Impromptu in F sharp.

The eternal Study in C sharp minor might be given a rest for a year or two to make room for other things at any rate as good. Last season I listened to this Etude just four times in nine days, twice as a piano solo, once for piano and 'cello, and once on the organ, the last being by far the least suitable. Chopin doesn't stand all that wear and tear as well as some.

We are told that most people like to listen to music they know. It is not so easily explained on this view how they ever get to know anything new, or even how they ever got to know anything at all. After all this grumbling, let me acknowledge that Mr. Mirovitch's Schumann Fantasia in C, and Mr. Sklavevski's Glazounov Variations were fine examples of fearless choice.

For second-rate recital music, of the showy type, there really is no room: the mass of fine and interesting solo music for the piano is so enormous that "twiddly" bits are sheer waste of time and effort. The proper place for that kind of thing is in the repertoire of the parlor performer, not on the recitalist's program.

* * *

It has been suggested in this column that the choice of a song should depend first on the quality of the words; that in a general way a composer who has the feeling for verse that is unchallengeable as poetry will be more likely to produce beautiful and worthy music than one who just "sets" passable, (or as happens sometimes, execrable) lyrics. A contributor or "Musical News," dealing with "The Construction of Modern Song" shows how important it is that composer, singer, critic and public alike should all take this "literary" view of the song form, if they are to do it anything like justice. "Keynote" writes:

Criticisms appearing in various papers of new modern songs often reveal a considerable confusion of thought.

If a composer is bringing out a new song, he expects his critics to get a certain way at least behind the thought expressed by the words, as he himself has endeavored to do—has lived in the poem, "soaked" himself in it, if his work is worth anything at all.

The fact that the shape of the poem determines the shape of the song does not appear to be sufficiently recognised. Many people would have one stereotyped form of song and allude to any other than the one they can appreciate as "vague" or "nebulous;" such criticism often implies a failure to understand the spirit of the poem.

It is true that many songs are purely vocal: that is, the voice becomes a solo instrument accompanied by the piano, and the words are used by the singer, often unconsciously—as a vehicle for purely musical expression. These, however delightful and lovely as music, are not really songs in the literary sense at all.

Examples of both these methods can be found in the works of Peri or Caccini down to the present day, but it was Schubert who first settled the principles of the modern song: and his finest songs are not the purely musical but the literary ones.

A song should be a literary as well as a musical production. Music is written to a poem which is a complete work of art in itself, for the purpose of interpreting points of significance and beauty in the poem in a way that music alone can do. The quality of such interpretation is the test of a good song, and it is for the singer to try to appreciate what the composer has tried to do and to realise the interpretation he has given to the poem.

Not all poems lend themselves to a musical interpretation. Indeed, the number of those ideally adapted for setting to music is comparatively small. The contents of the poem determine whether a song be purely rhythmical, melodic or declamatory, or a blend of all these characteristics.

Therefore a close, even if rapid, study of the poem is surely an essential feature of a criticism of a new song.

* * *

Again:—There are usually several ways of setting a poem, and each will bring out points the other neglects, and all may be equally good works of art.

And so again we reach our main contention, that a real appreciation—using that word in its widest sense—of the poem must precede and be included in intelligent criticism of a new song.

Finally, this "literary" idea in the song must be thoroughly absorbed by the singer, whose knowledge of poetry and the principles of construction in poetic art should be both wide and comprehensive.

It goes without saying that the elocutionary powers of a singer should be of the highest order, since a song depends entirely for its effect and proper appreciation on the words "getting over."

If the composer has obscured the words in his setting, his song is a failure. One might hear the orchestral part of Wagner's "Tristan" with the vocal parts omitted with great pleasure and profit provided one were familiar with the story of the opera, but if the voice part of a song is felt to be superfluous something is seriously wrong with the setting.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, OCTOBER 17, 1920

Date and Destination	Per	Chi	Br	USA	Fr.	Jap.	Reg
TODAY.							
Hongkong	Monteagle	..	17.00	..	..	..	..
River Ports	Train & Str.	21.00	..	..	..	..	..
Foochow	Hsinchi	12.00	..	..	..	..	11.30
TOMORROW.							
H'kong, S. Ports, Straits Ceylon, India & Europe Via Suez	Kashgar	..A11.00	..	..	..	..	10.30
Hongkong and Canton	Suiyang	21.00	..	..	..	..	21.00
Hongkong	do	..	17.00	..	..	..	..
H'kong, Straits, India and E'pe, via Suez.	Kashgar	11.00	..	..	..	..	10.30
Swatow and Hongkong	Choysang	..	17.00	..	..	..	..
W'wei, C'foo & T'tsin	Yusang	..	17.00	..	..	..	..
Japan Ports	T'shima Maru	..	17.00	..	..	..	..
France, ports	Kashgar	..	..	..	11.00	..	10.30
Vladivostok & Siberia	Via P. & "	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Weihaiwei and Chefoo	Yusang	21.00	..	..	..	..	21.00
Swtow, H'kong & C'ton	Choysang	21.00	..	..	..	..	21.00
Japan Ports	T'shima M.	19.00	..	..	..	..	18.30
Australia & New Zealand via Hongkong	Suiyang	..	17.00	..	..	..	..
United Kingdom, via Suez	Teiresias	..	18.30	..	..	..	..
Chefoo	Hsinkong	21.00	..	..	..	..	21.00
Hongkong and Canton	Monteagle	11.00	..	..	..	..	10.30
Manila Direct	Abercos	12.00	..	..	..	..	11.30
U.S.A. via San Francisco	W. Hepburn	17.00	..	..	..	..	..
Australia & New Zealand via Hongkong	Suiyang	17.00	..	..	..	..	16.30
Ningpo	Hsin Peking	..	18.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Tankow	Train	..	17.00	..	..	..	..
Vladivostok	Train	..	17.00	..	..	..	..
Tuesday, October 19.							
W'wei, C'foo and T'tsin	Tungchow	..	14.00	..	..	..	..
Weihaiwei and Chefoo	Tungchow	14.00	..	..	..	..	13.30
Japan Ports	Mikawa M.	..	17.00	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Japan Ports	Mikawa M.	19.00	..	..	..	..	18.30
Wednesday, October 20.							
Amoy	Chinkiang	..	17.00	..	..	..	..
Hongkong	Sinkiang	..	17.00	..	..	..	..
Chefoo and Tientsin	Chekiang	..	17.00	..	..	..	..
Chefoo	do	21.00	..	..	..	..	21.00
Amoy	Chinkiang	21.00	..	..	..	..	21.00
Hongkong and Canton	Sinkiang	21.00	..	..	..	..	21.00
Saturday, October 23.							
Nagasaki, Kobe, Y'hama. Canada, U.S.A. & Europe via Canada	E. of Russia	..	12.00	..	..	..	12.00

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E Registered articles at 5 p.m. on previous day.

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:-: The Beggar's Opera :-:

(Continued from Page 16)

in English literature, "originally writ," as the Beggar tells us in the prologue, "for celebrating the marriage of James Chanter and Moll Lay, two most excellent ballad singers." Notwithstanding its shady characters, pickpockets, prostitutes, gambling hells and brothels, "The Beggar's Opera" represents a phase of English dramatic art that is vital, arresting and deservedly immortal. Properly presented in America, it ought to have a vogue as great as "Everyman." But it will be some time before London will tire of this splendid organisation.

* * *

In his new play John Galsworthy has not surpassed his earlier standards. It is called "The Skin Same," an ugly title for an ugly theme; it might have been more appropriately named "The Chimneys," as the fear of belching chimney smoke is the mainspring of a commonplace but none the less dramatic story. A sordid story. The new-rich pitted against privilege intrenched. Capital versus aristocracy. The clash of a most offensive vulgarity with a selfish culture, and the consequent debasement of moral values in both camps. Mr. Galsworthy, always the artist, has herein succumbed to the temptation of melodrama; after all, the theater is the theater. His character drawing is still his chief asset. He may or may not have seen or read Octave Mirbeau's "Les Affaires sont les affaires," so wonderfully played years ago by Le Bargy in Paris—indifferently translated as "Business Is Business," with Mr. Crane as the sorry hero—but if he has, his parvenu Hornblower is tuned down a peg or two lower than the vivacious Isidore Lechat, who, all said and done, is a rascal in the grand manner, evidently patterned after Balzac's Mercadet. The protagonist of the Galsworthy piece is extremely offensive in his manners and extremely human. A veracious portrait. A self-made man as obvious as a wrist watch, he flaunts his admiration of his Maker in the very teeth of his neighbors, the haughty Hillcrists, who resent the appearance of this bustling nuisance in their peaceful landscape, resent his threat of spoiling sky and prospect with his commercial chimneys. Hornblower is quite honest in his conviction that his activities will stir up the sleepy village, as they probably would, and is altogether indifferent to the destruction of aesthetic sensibilities. In a word, the sort of man who would erect eye shattering advertising signs on the bank of Lake Como if he could thus gain increased sales for his wares. The Sir Thomas Lipton tea or Dewar whisky advertisements on the Surrey side of the Thames are in the same key.

* * *

But the playwright holds the scales evenly. If he portrays grasping, greedy commerce, he also shows us the selfish attitudes and prejudices of vested interests. Galsworthy is still the amateur Socialist of his earlier novels, not so sentimental as Barrie, but, being British, is fundamentally sentimental, injustice in any social strata enrages him. His old family group, the Hillcrists, are fairly incrusted with the superstitions of their class. Landowners for numerous generations, the new order finds them unprepared to yield one jot or tittle of their immortal privileges. Like John Ruskin, they hate railways and nasty mills, all the noisy machinery of modern life. You are rather surprised to hear that they possess motor cars and use telephones. In America we call them mossbacks, and pity them; in England the pushing, assertive arriviste fights them tooth and nail, and on this base conflict hinges the fortunes of the Hillcrists and Hornblowers. It is a pretty quarrel, dramatically speaking, and Galsworthy conducts the intrigue with his accustomed skill. He has introduced as a sub-plot the nascent affection of Miss Hillcrist, a young lady of advanced views, for the younger son of Hornblower. But only to evade the expected happy solution of the question, for which evasion the hardened playgoer should be duly grateful. On the contrary, the story ends in discord, gloom and ugliness. Nothing is settled. Neither faction is the winner, for if the hateful chimneys are not run up near the manor house, the moral skirts of the Hillcrists are not clean. In their endeavor to worst the spunky Hornblower they use chance information to besmirch the reputation of his daughter-in-law, a lady of dubious reputation, and your sympathy, willynilly, goes to the vulgar manufacturer, as no doubt the author intended that it should.

* * *

At this juncture melodrama obtrudes. There is an auction scene, cleverly contrived, which is as melodramatic as any episode in "The Sporting Duchess." Against his better judgment, Hillcrist is led into the plot by his unfeeling wife—woman is the original snob—to hurt his new neighbors. He repents when he realises the woe he has brought into the other household. But it is too late, and the curtain falls on the spectacle of a man whose conscience tells him that he has been false to his caste, false to the higher morality. The game wasn't worth the candle of shame. It is a powerful, if somewhat depressing, ending.

Naturally, the performance is everything. A false value and the entire edifice would come clattering down. Hornblower is a consummate interpretation. Edmund Gwenn painted a white hot portrait of the man, without concealing his imperfections. Gwenn is an unusually fine character actor. In Barrie's "The Twelve Pound Look" his work was remarkable. Athole Stewart too, as the aristocrat, was noteworthy. The assisting Breandean company at St. Martin's Theater would have been difficult to improve upon.

* * *

A quarter of a century ago I used to call Sir James Barrie "Sentimental Jimmie." In his newest play he is still sentimental Jimmie, sentimental, fantastic, tender, illogical and fascinating James the Barrie. No one but Barrie could have written the pretty, impossible, mucilaginous "Mary Rose," now running at the Theater Royal, Haymarket; and only English—or American—audiences would tolerate such an affront to the intelligence and such an appeal to the sensibility. As a wave of supernaturalism has invaded England since the war, bearing on its crest Sir Oliver Lodge and Sir Conan Doyle, not to mention a huge flock of superstitious and deluded—oh, so easily deluded by the cheapest trickery!—geese swimming in the rear, the theater felt the impact of the movement and Barrie has gone in for a muddy sort of mysticism that seems to please his admirers but causes criticism to avert its head. It isn't the presence of a ghost on the scene, no new thing, but the amorphous compound of fantasy and fact that puzzles and offends. No use criticising if you are a Barrieite. He captures you in the comedy episodes, beautifully characterised, and perforce you swallow his vanishing lady, his mysterious musical island and the return of a ghost with a faulty memory. And, then, there is always the Barrie humor to fall back upon. Second rate Maeterlinck, I should say. There is no death of the "Blue Bird," a consoling thought for a mourning nation.

* * *

The supernatural element is clumsy, compared with "Peter Grimm." At no time do you believe in the Barrie ghost, especially as Fay Compton, comely, well fed, is too substantial. No doubt Maude Adams will suggest the eerie more subtly in the New York production. Robert Lorraine—shall we ever forget his Straker in "Man and Superman"?—is too mature, too beefy, as the hero. The first act is successful in suggesting a ghostly atmosphere, but I suspect that New York audience will find it difficult to swallow the last act. There is too much music, commonplace stuff modelled after Wagner and Debussy—a wailing chorus not unlike the "Siren" chorus of the Frenchman's "Mer." "Mary Rose" is, in the last analysis, a subject for operatic treatment, barring the two delightful comedy scenes—throw-back scenes as in the cinema. Sir James has surpassed himself in formlessness, incoherence, improbability; but, all said and done, he remains "Sentimental Jimmie" Barrie.

-:- Peace In Latvia -:-

Since the Latvian Parliament ratified the Peace Treaty with Russia on August 23, the Republic of Latvia is now at peace with all her neighbors. According to this treaty, the Russian Government recognises de jure a sovereign and indivisible Latvian State consisting of the former Russian province of Courland, four southern districts of the former Russian province of Pskov, including the important railway junction of Pitalove and the island of Runo. The Russian Government undertakes to repatriate all the Lettish war refugees that are at present on Russian territory as well as to re-evacuate all Latvian industrial enterprises and machinery belonging to Latvian citizens or stock-corporations with the majority of the shares held by Latvian citizens.

The preliminary Peace Treaty between Germany and Lativa was signed on July 15. The German Reichstag ratified this treaty on August 2. The postal and telegraphic communications were immediately renewed between both countries.

FRONTIER DISPUTES END

The Letto-Esthonian frontier disputes which threatened both countries with hostilities was amicably settled on July 2 by the arbitration committee, under Colonel Tallents. Accordingly, the northern section of the city of Valk was alloted to Esthonia, while the Southern Station, with the suburbs and the adjoining district of Lugashi, goes to Lativa. The town of Almazhi, with its excellent harbor, is allotted to Latvia.

From ancient times the Letts have been established on the shores of the Baltic, from the port of Almazhi, on the Gulf of Riga, down to the Kurische Nehurung, in what is now known as East Prussia. A heathen kingdom at the beginning of the Christian era, Lativa was first subdued by the powerful Teutonic Order in the thirteenth century and later included in the Federal Republic established by the conquerors. Then, in the year 1560, the Teutonic Order, weakened by the forces of Reformation and its incompetence of its rulers, came to an end, the principality of Courland alone managed to retain her independence as a liege Duchy of the Polish King, while Pltene became a Danish province and Livonia and Latgale came under the sway of Great Lithuania, only to be annexed by Sweden sixty years later. After the disastrous defeat of Charles XII in 1907, Livonia was annexed by Russia, and after the first division of Poland, in 1772, Russia secured also Latgale, while Courland became a sovereign Lettish Duchy. The treachery of the Baltic Junkers, however, accomplished that, in 1795 Courland "voluntarily" joined the "autonomous" Lettish provinces then under Russian rule. Latvia remained under Russian rule for more than a hundred years, but in spite of the Russian attempt at assimilation, the Letts preserved their nationality, their religion (Protestantism), and their ancient civilisation. During the first Russian revolution of 1905 the Letts proclaimed their country a free and sovereign republic. When the revolutionary movement was checked, the Czar took a terrible revenge on the helpless population: thousands were tortured and executed and tens of thousands exiled to remote provinces; while countless country-schools, which were regarded as the seat of liberal sentiment, were closed and the very buildings razed to the ground. At the beginning of the recent War, the Letts rose as one man to protect their country from the annexation schemes of the Kaiser and won the admiration of the Allies for their bravery. At the same time the Lettish public opinion once more expressed itself in favor of the separate existence of Latvia, and announced its view officially in the Russian Constituent Assembly in January, 1918. A Latvian State Council consisting of 102 members was formed to work out a temporary constitution, and on November 18, of the same year, it proclaimed in Riga the sovereign Free State of Latvia which was almost immediately recognised de facto by three of the Great Allied Powers (Great Britain, Japan, and Italy) and several of the smaller States. The first elections to the Constituent Assembly were held on April 17 and 18, this year, on the basis of universal suffrage for citizens of both sexes 21 years of age, by equal and direct vote and based on proportional representation. Of the 150 members, 57 are Social Democrats, and the remaining 93 are claimed by various bourgeois parties, such as the Agrarians, Democrats, Nationalists, etc. On May 27 the Constituent Assembly endorsed the policy of the former Provisional Government and proclaimed Latvia "an independent and and sovereign commonwealth." The decision was carried unanimously, the minority nationals (the Baltic Germans, the Jews, the Russians, and the Poles) participating. The national flag is made up of horizontal stripes of Red, White, and Red.

FREE PORT FOR LATVIA

The Latvian Government has decided to make Libau a free port. In connection with this, new docks have been floated and the harbor has been deepened to 32 feet so that it will be accessible to the largest ocean liners. The Government expects to complete the construction of additional warehouses, etc., by the end of October.

The railway situation has been considerably improved. Until May 6, the Government had received from Germany 49 locomotives and 718 cars which had been evacuated by the German occupation authorities and by the military adventurers under Von der Goltz and Colonel Bermondt. At present, 1,875 miles of railway lines, mostly double track, are in operation.

TRADE OF COUNTRY

From January 1 until May 1 the amount of Latvian exports reached 347 million Latvian roubles, and imports—277 million Latvian roubles. Among the goods exported were 3,120 tons of flax and several million cubic feet of timber. Nearly two thirds of Latvian exports went to Great Britain. The chief importers were: Denmark, 54 million Lativan roubles, Norway, 52; Germany, 50; England, 46; Sweden, 35; and France, 25. The most important items of import were; salt, flour, sugar, herrings, and petroleum.

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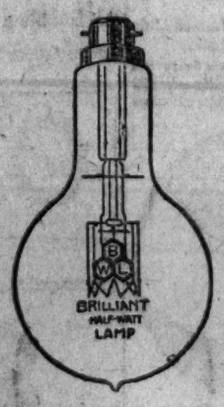

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STRIKE SETTLED IN SARRE VALLEY

Offer Negotiations By Governing Commission Brings Men Back

GERMAN AGITATORS JAILED

French Court Martial Finds Ten Guilty Of Espionage And Trouble-Making

New York, September 12.—Following a declaration by the Governing Commission of the Sarre Basin of its willingness to enter into negotiations with its striking employes, the strike which, according to a Paris cablegram of August 8, was delaying coal shipments to France, was called off on August 14, says a despatch from Saarbrucken to the Frankfurter Zeitung. The despatch asserts that the miners' and other labor organisations of the Sarre-Valley showed their approval of the petit officials' strike by ceasing work for twenty-four hours on the last day of the trouble.

The French authorities attributed the affair to the activities of the "Heimatdienst," a German propaganda agency, and to the anti-Entente agitation carried on by several of the German papers printed in the district. Consequently the Governing Commission expelled five German editors and put two others under temporary arrest. It also suspended the offending newspapers, but this edict was revoked upon the ending of the strike.

The French court martial in Mayence, in the occupied territory, on August 13 found ten Germans guilty of practicing espionage for the "Heimatdienst" and trying to make trouble for the French Army of Occupation through their reports to the German press. Four others were acquitted. The men found guilty were sentenced to jail terms varying from one to twenty years. The five receiving the longest sentences were fugitives from the court.

Charged with having, as a member of the Strike Committee of the Independent Socialists, planned a revolt against the German Government during the last political troubles in Munich, Herr Liening, a leading Bavarian Socialist, was found guilty by a Munich court and sentenced on July 31 to serve one year in a fortress. Two of his comrades, Freiberger and Decker, who were tried with Liening, were acquitted. It was brought out during the trial that the Independent Socialist Party organisation in Bavaria was honeycombed with spies, so that complete reports of the secret meetings of the Strike Committee were available for publication in the Bayrische Kurier, a Conservative newspaper, within a short time after the meetings were held.

More than 1,400,000,000 marks, about equally divided between the national Government and the provincial and municipal authorities, have been spent by Germany in relieving the victims of unemployment since November, 1918, according to a statement made recently to the semi-official Wolff Telegraph Bureau by Dr. Brauns, the National Minister of Labor. In addition to giving financial aid to the unemployed persons the Government found Emergency work for 330,000 of them during 1919 in activities that cost some 3,000,000,000 marks, of which 470,000,000 were advanced by the National Treasury. Dr. Brauns explained that in place of this more or less haphazard method of relief a regular system of furnishing employment on public works had been planned and was about to be put into effect, as well as a comprehensive system of national unemployment insurance. In view of the increase of unemployment the Minister of Labor warned employers against shutting down their plants unless such action was absolutely imperative, and he also spoke against unnecessary working of overtime.

Resolutions to the effect that the new prices for grains, potatoes and cattle proposed by the German Government were too high and that the farmers were satisfied with the present rate were adopted at a conference of Swabian peasants held early in August, according to a report from Augsburg found in the carefully edited Frankfurter Zeitung. But at the same time the peasants demanded that the price of beer be cut down correspondingly, and that the Government of the prices of farming implements, fertilisers and labor, and to abolish the "war companies" at once.

When the stockholders of the German General Electric Company met yesterday in special session at the call of the Board of Directors, they were to be asked to authorise an increase of the company's capitalisation by the issuing of 250,000,000 marks in cumulative 6 percent preferred stock, of which 175,000,000 is to be put out at once. The public will have a chance to subscribe to the extent of 100,000,000 marks, the balance of 75,000,000 being taken over by "domestic institutions as permanent investment." The Frankfurter Zeitung points out that the proposed increase will bring the outstanding stock of the General Electric up to 350,000,000 marks. Its bonded obligations total 200,000,000 marks. Last April its capitalisation was increased from 200,000,000 marks to 300,000,000, an American group taking 25,000,000 marks of the new stock.

Writing to the Berliner Tageblatt from Montevideo, the German Chamber of Commerce in Uruguay makes a strong plea to German merchants and exporters to take steps to fill the alleged remarkable demand for German goods manifest by the native tradesmen, not only of Uruguay, but also of Chile and Argentina. The letter asserts that in Uruguay there is absolutely no trace of anti-Germanism and it asks German manufacturers to be sure to label their articles "Made in Germany," so as to insure their quick sale. Some complaint is made at the present tendency of German firms to fail to live up to their agreements with foreign customers.

With 550,000 foreigners, about 15 percent of the entire population, as more or less permanent residents, the Swiss Government has taken steps to prevent the "over-foreignisation" of the citizenry of the Alpine Republic by tightening the naturalisation laws. Under the old regulations it was only necessary to have been a resident of Switzerland for two years to be entitled to apply for citizenship. Now the candidate must prove that he has spent at least six years in the country during the twelve years previous to making his application, in addition to having lived continuously during the past two years in the canton where the application is filed. Even before the enactment of the new law the Swiss authorities were trying to limit the number of new citizens as during 1919 only, 1912 out of 3,749 applications were finally approved, or which 65 percent were from Germans.

At the recent general meeting of the Swiss Authors' League a resolution was adopted drawing attention to the alarming depreciation in the economic value of literary work, which it is alleged is making it almost impossible for a writer to maintain himself and do really good work. The league calls upon all other brain workers in Switzerland to join with the authors in organising an association for mutual benefit and protection.

Of the some 140,000 inhabitants of the independent entity of Memel, the tiny scrip of territory bordering on Lithuania detached from the extreme northeast end of Prussia by the Treaty of Versailles and placed under the administration of General Odry, a French officer, more than 40,000 are organised in the German-Lithuanian Home League for the purpose of fighting the propaganda being carried on by the Lithuanians in favor of the attaching of the Memel district to the Lithuanian State, according to Ernst Samuel, Chairman of the Berlin branch of the league. He says the pro-Lithuanian organisation in Memel has only 8,000 members.

New York Society Girl Weds Foreign Army Officer

Miss Dorothy Norris, daughter of Dr. and Mrs. Alfred E. Norris, of New York and Philadelphia, was married recently at the Norris villa at Narragansett Pier, R. I., to Lieutenant Raoul Alevra, of Bucharest, Rumania. Lieutenant Alevra is in the Rumanian Diplomatic Service and served with distinction during the world war. He won several decorations for valor in action. His bride is well known in social circles throughout the country.

WHAT DOES YOUR MIRROR REVEAL ?

When a growing girl becomes pale, complains of exhaustion dizzy spells, headaches and stomach trouble, she should know these are evidences of anaemia or bloodlessness. A glance in the mirror will tell the story. There is immediate need for a tonic, a builder that will so completely restore the missing qualities to the blood that every part of the body will share in the benefit.

A good example of the result of wise treatment in a case of this kind is the story of Miss Catherine Maud Dias, a young lady residing at "The Zea," Flower Road, Colombo, Ceylon.

"About twelve months ago I broke down in health and became very weak and thin," she says. "I was troubled with a constant tiredness did not want anything to eat; what food I took gave me acute indigestion.

"It was a trouble to get through the day, my back ached, and my legs and feet seemed weighted with lead. I suffered terribly with headaches, my nerves were jumpy and I became very pale, my eyes were sunken with deep dark rings underneath, and horrible spots floated ever before me. I suffered much from pains in the back and sides. It was impossible to sleep at night, and bad dreams frightened me a great deal. Other irregularities of health added to the pain and despondency I suffered.

"Then a friend recommended me to try Dr. Williams' Pink Pills. I followed this advice, and soon after starting the treatment was surprised and delighted to find a marked improvement. My appetite increased and I was again able to enjoy meals free from those dreadful indigestion pains. Regularity returned; all the aches in my back and sides vanished, and as I continued with the use of Dr. Williams' Pink Pills I regained my lost weight and colour. Sleep came to me easily and no bad dreams disturbed me. I awoke in the mornings rested and fresh as the new blood began to permeate my whole system. In a very short time—after suffering so many months—all traces of anaemia left me. I am now strong and well. Thanks to Dr. Williams' Pink Pills my cure is complete."

Dr. Williams' Pink Pills for Pale People are sold by all druggists, or direct from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai, at $1.50 per bottle, $8/- for 6 bottles, post free.

In Germany 1,400 Women Are City Councillors

Berlin, August 11.—At the beginning of this year 1,400 women were members of municipal councils in German cities of more than 10,000 population. Of that number 276 are Democrats, 216 Centrists, 17 German Nationalists, 69 of the German People's Party, 484 Majority Socialists and 179 Independent Socialists, while 94 represented non-political organisations like employes' and employers' societies. Two refused to tell their party affiliations in answer to a circular letter sent out by the Central Office for Municipal Administration.

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Romance of the Millionaire's Daughter Who Marries Just as Papa Said She Should

Constance Vauclain's Surprising Marriage to a Humble Bank Clerk and How It Will Test the Truth of the Old Adage That "Father Knows Best"

"Only a bank clerk? Fine!" says Mr. Vauclain. "That job will give him the training he needs to help Constance look after her fortune."

WHEN Constance Vauclain, the beautiful and accomplished daughter of Samuel Vauclain, immensely wealthy president of the Baldwin Locomotive Works, promised to love, honor and obey William H. Hamilton, of Brooklyn, her fashionable friends in the horse-show world and Philadelphia society had their breath taken away. It was a match so utterly different from what everybody had expected for this heiress of one of America's greatest fortunes.

Who was William H. Hamilton? Nobody knew. His name was not to be found in the social register, he was entirely unknown to the exclusive circles in which his bride and her family have long been prominent figures. A little investigation showed that he was a perfectly worthy young man, but with no fortune, with no social standing, with nothing that would seem to give him any claim to the heart and hand of this fashionable heiress. From society's proud, mercenary viewpoint it was the sorriest of matches that was made when Constance Vauclain gave herself to a humble bank clerk in the offices of the Guaranty Trust Company.

But Constance's father is as delighted with his pretty daughter's match as her society friends are disappointed. In fact, if it had been possible for him to construct a son-in-law in his machine shops from his own blue prints and specifications, he would doubtless have turned out just such a young man as Mr. Hamilton.

"No social standing? Fine!" says Mr. Vauclain, who has never had any use for the typical society man. Constance herself has never cared for the butterfly life, and when her father was establishing a stable for her she was quite willing to give the promise which he exacted from her—that she would never encourage attentions from the society and horsey type of men.

"Has no money? All the better!" says Mr. Vauclain. "Constance will have enough for them both when I die. And a man who is born poor will be far better able to appreciate the advantages and responsibilities of great wealth. The last, by the way, is one of the fundamentals of the Vauclain philosophy.

"Only a bank clerk? Great!" cries Mr. Vauclain, enthusiastically. "We should all know how to earn a living. I have taught Constance to keep house on a budget and to understand investments, and if she had been a boy she would now be wearing overalls and helping build locomotives in my shops. That job of young Hamilton's will give just the training he needs to help my daughter look after her fortune."

Thus you see Constance Vauclain, in marrying an obscure young bank clerk whose name and face are strangers to fashionable society, has proved herself that rarest of jewels nowadays—an obedient daughter. In choosing such a man for a husband in preference to the far different ones she might have had, she has made precisely the kind of marriage her father has always said she should, and he is supremely happy to think that she has not thrown herself away on some worthless parasite.

Photos by IRA L. HILL'S STUDIO

Mrs. Hamilton and the Husband Who Meets All Her Father's Exacting Requirements as Closely as if He Had Been Made to Order in Mr. Vauclain's Locomotive Works.

The head of the great locomotive works is a self-made man, and a mighty good job he has made of himself! Beginning in a store and hardware shop somewhere out north in Philadelphia, to-day Vauclain is known throughout the world as the "big engine man."

Mr. Vauclain is a hard-headed business man, but he has not been too busy making a name and a fortune to overlook the future happiness of his daughter.

At the age of fifteen Connie was a national figure in the horse world; she drove her ponies at the national show in New York's Madison Square Garden and The Whip, her greatest prize winner, bought at a cost of $10,000, was the envy of every horseman.

Mr. Vauclain saw that nothing he could do would discourage Connie from going ahead in her chosen career, and so he wisely encouraged her in the right direction. Her older sister, Anne, in whose name, by the way, Connie's horses were originally entered, was appointed her special chaperon and went everywhere with her. And sister Anne proved a stalwart supporter of her father's orders.

"Don't let Connie hang round the stables when on tour, and, above all, don't let her form friendships with the men who follow the shows," summed up Vauclain's instructions.

Even in the beginning Mr. Vauclain was thinking of Connie's future husband, and he did not intend to have her bring home a son-in-law who reeked of the Horse Show stables. Neither did he intend that she should marry any of the ne'er-do-well society butterflies that began to hover round Connie even before she made her debut.

No, indeed! The man who married Constance Vauclain and so became sharer in the Vauclain wealth must have as many points as The Whip or any other horse in the famous stable. Fortune or lack of fortune was not important. Vauclain appreciated fully that a man may be both rich and decent. But he contended that such a man would not be found hanging round the horse-show ring nor in the flock of butterflies hovering round his daughter. He wanted his daughter to marry for love, but he saw no reason why she should not fall in love with the right sort of man. His first step was to surround Connie with the proper chaperonage, and the second step was to hire honest-to-goodness stablemen to run her stables. No broken-down gentlemen with sporting proclivities were put in charge of her horses, and not by the wildest stretch of girlish imagination could Connie make heroes of her father's hired men!

The next important step was to drill her in a thorough understanding of money and what it might buy. She was put on an allowance, and, more than this, she was given a budget within which her stable must be run. As she grew older she was taught to run a household on a budget and led to study the domestic tragedies that grew out of extravagance.

But Mr. Vauclain was canny. He did not discuss husbands as personal matters with his daughter. That might have been fatal. He depended instead on his training and protection of her to lead her to make the right choice. The sons of many well-known Philadelphia families may have wondered why they never had a chance to get "close" to the pretty girl out on the Main Line. It was all part of Mr. Vauclain's shrewd policy of circumvention. An ounce of prevention is worth a ton of cure might well have been his motto.

"No man who does not understand the value of a dollar can make a good husband or a good father," became a sacred saying in the family and perhaps unconsciously Connie grasped this truth and also perhaps unconsciously she judged the men she met by this standard. Just as she judged hores and ponies.

Naturally the marriage of a young woman of so spectacular a girlhood as Constance Vauclain enjoyed must be of intense interest to society, and particularly to that society whose walls she had scaled by way of her horses. But no one could point to any one man as more favored than another.

"Gad," said one man whose name spells society at its highest and gayest in the City of Brotherly Love, "I felt like a windbroken horse when the Vauclain filly looked me up and down, and I decided that she had placed me way back in the field instead of in the winning row."

In May when the mistress of Broadlawns announced her engagement to one William H. Hamilton, fashionable society was stunned. Who was the lucky young man?

Hamilton, it was found, had been hard at work learning the banking business for some time. Putting two and two together, Philadelphia gossip says that when Hamilton first met Constance he was just out of the army and that it was a quiet little suggestion from her that sent him to the bank to demand a job. The United States Army is a good school for financiers, at least a man learns the value of a dollar there and also how to economize to the last degree. But to marry an heiress one needs a wider knowledge than can be learned from living on a junior officer's pay. So Hamilton went with the trust company at a salary less than Broadlawns paid some of its stable experts.

When, therefore he applied to Sam Vauclain for the job of son-in-law, he was able to prove that he was a real working man and knew something at least of how fortunes should be protected. Another thing in Hamilton's favor was his supreme lack of interest in horse shows and prize horses.

Underneath Mr. Vauclain's specifications as to his son-in-law was the theory that one horse-mad member of a household was enough. He felt that Connie would be happier with a man whose life interests were entirely outside the ring. When both husband and wife spend their time touring the country in search of silver cups and blue ribbons, children are apt to prove a nuisance and family life is therefore disrupted. And Samuel Vauclain, father of several children, believes firmly that children, and many of them, are great stabilizers of domestic happiness.

William H. Hamilton fitted in splendidly with all Mr. Vauclain's theories, and the latter speedily said "Bless you, my children!"

It was just the sort of marriage he had always wanted his daughter to make, and the tactful skill with which he brought it about is an example other parents might well follow.

Will it turn out as happily as he hopes? That's the question. If it should not, it will be a body blow for the truth of the old adage that "father knows best."

Mrs. William H. Hamilton and One of the Prize-Winning Horses Given Her by Her Father on Condition That She Discourage the Attentions of Fashionable Society Men.

Reaction Against Labor's Attitude In Mexico City

When A Workingman Was Appointed Secretary Of The Board Of Conciliation And Arbitration The Business Men Resolved That They Would Disregard A Body Made Up Of That Class

BY ROWLAND THOMAS

Mexico City, Aug. 30.—Dissatisfaction of the business men of this city with the local government, always latent and frequently expressed since the appointment by President de la Huerta of a workingman and labor leader, Celestino Gasca, to the post of Governor of the Federal District, has again broken out sharply. The cause this time was a proposed change in the personnel of the Board of Conciliation and Arbitration, believed by the business men to have been brought about either by the influence or the direction of Gov. Gasca, and tending, in their opinion, to destroy the usefulness of the board as an impartial tribunal for the settlement of disputes between employers and employes.

The Chairman, Secretary and clerk of the board were recently dismissed, and in the place of the Secretary—who up till now has been a lawyer, Amando del Valle—a workman named Marcelino has been appointed by the Governor.

As soon as the employers learned of this change they held a meeting and agreed that hereafter they would wholly disregard the Board of Conciliation and Arbitration if its members, as was rumored, were to be workingmen, taking the ground that the body was supposed to be a tribunal and that its members should therefore be neither employers nor employes, since in such a case its findings could not help inclining in favor of the element which was represented in it.

BUSINESS MEN'S PROTEST

Besides making this agreement, the employers drew up and sent to President de la Huerta a petition of protest in which they asked him to exert his influence in the proper quarter, to the end that the present Chairman of the board might not be removed. They pointed out that since its organisation the attorney, Roberto Sayago, had been Chairman and representative of the Government on the board and that this administration of it had been such as to command the respect alike of business men, labor unions and the general public.

"A great number of labor disputes have been satisfactorily ended," the petition goes on. "Strikes have been prevented which unquestionably would have been ruinous for the workers, causes of great loss to the employers, and also in a certain sense prejudicial to the welfare of the Government itself in its attempt to restore order in the country at an early date.

"We have learned it is proposed to replace the attorney Sayago with a workingman in the post of Government representative on the Board of Conciliation and Arbitration. This news has caused us extreme uneasiness. It is clear that in such a delicate post personal feeling ought not to be a factor in the decision of disputes, but on the contrary detachment, vision and probity, which qualities Mr. Sayago fortunately possesses whereas a workingman, whatever the circumstances, could hardly help attempting to protect his fellows of the unions, to the resultant prejudice of the rights of the employers. It is hardly possibly to believe that an individual who owed advancement to a certain group and moreover did not possess the breadth of vision which might enable him to break for the time being the ties which bound him to that group, would be able, while acting in a certain sense as a judge, to be wholly neutral and look only to abstract justice. And if he did so act, his attitude would be misunderstood and would excite in the industrial unions that feeling of rancor toward the employers and those outbreaks of violence which, up till now, thanks to the mediation of the representative of the Government of the Board, have been avoided.

"Many other consideratfons might also be urged, but knowing how many matters of grave import for the nation claim your attention, we leave the question to the sense of fairness you have so constantly displayed, and respectfully request that in order to safeguard the interests of both employers and employes in the Federal District you interpose your influence in the proper quarter to prevent the removal of the attorney, Roberto Sayado, from his position as Government representative on the Board, and particularly to prevent his replacement by a person affiliated with one the two groups between which arise most of the disputes which have to be settled by that Board."

"NOTHING TO FEAR"

The petition was signed by representatives of nineteen of the largest and most influential Mexican industrial and commercial corporations in the city, and President de la Huerta took prompt steps to make it plain the Government has no intention of giving the labor unions predominant representation in the body charged with the duty of settling labor disputes. He gave out the following statement to the press:

"The change of personnel in the Board of Conciliation and Arbitration is due to suggestions made by the Governor of the Federal District, to whom instructions to proceed accordingly were given. But the manufacturers have absolutely nothing to fear, for the Board, in order that it many meet the purpose for which it was created, will continue to be made up of representatives of both capital and labor, so that its decisions will be in accordance with justice."

This is the first time President de la Huerta has helped the plans and policies of the workingman whom he appointed on the ground that, since the majority of the residents of the Federal District were wage earners it was only fair that the chief executive post should be given to one of their number since such a person was best qualified to judge their needs and problems—a piece of reasoning by the way, which is very characteristic of the Provisional President.

A SOCIAL REFORMER

"You will never know or understand Adolfo de la Huerta," said a man to me who has known him all his life and is very fond of him, "until you realise that he is first, last and all the time a social reformer. The itch for it is so strong in him that it makes him a social experimenter. He is willing to try almost anything once, provided it is a reform, just to see how it works. If he were permanent President, instead of filling the post provisionally, there is no telling how far he might go. As it is, his sense of responsibility, which is very strong, his feeling that he has no right in these few months to do anything which might embarrass his permanent successor, acts as a curbbit on his experimental impulses—which is perhaps fortunate both for him and for Mexico. It is a very significant fact, which I have not seen commented on, that the surest road to his official disfavor is to be known as a 'sport.' He is too human to be a prude personally, but so far as his administration is concerned he is adamantine in that feeling. I could give you several instances of men for whom he had great personal fondness, and for whose abilities he had full admiration, whose names have been suggested to him for appointments of much consequence, and whom he has rejected for no other reason than their known tendencies to take a canter down the primrose path at times."

EMPLOYERS FELICITATED

Returning to the topic of the labor situation in the Federal District, the action of the employers in taking united action to oppose what they allege is the packing of the jury which settles labor disputes, the newspaper Democrata recently made the following editorial comment:

"Workmen and employers alike shall have the right to unite to defend their respective interests, forming unions, professional associations, etc., . . . In spite of this prerogative which Article XVI. of the Constitution confers on both the competing groups in our industrial organisations in order that one group may suffer no inferiority of rights and the means of enforcing them as compared with the other, the owners and managers of factories have not taken advantage of the cohesion to which the law invites them, and with shortsighted indifference have permitted their rivals to form powerful confederations which, on occasion, break out into a 'proletariatism' that creates confusion in the factories of the Republic. But at last the representatives of capital seem to have learned that they will always be defeated if they do not present a united and disciplined defense. They are hastening to form themselves into strong association able to resist the thrust of the labor armies.

"The industrial employers deserve congratulations on the defensive measures they are taking, for in this way they can most efficently guard their interests, giving their protests and arguments a corporate force which till now has been lacking. This concentration of force should much simplify and accelerate the measures hereafter taken in the Board of Conciliation and Arbitration to resolve disputes. Furthermore, the immense body of labor, knowing that its strikes are likely now to be met by the counter-offensive of shut-downs, will be much more cautious about bringing to pass those lapses of activity which not only damage the capital invested in our factories but also hurt the economic life of the nation, and therefore the life of the very workers who provoke these tests of strength. Union against union will be hereafter the alignment in the contests fought with fair equality of weapons between employers and employes, and the winner will be he who best manages the legal armament placed in his hands by the Constitution makers of Queretaro in that portion of their legislative work dealing with Labor and Social Service.

EMPLOYERS REVOLT

All of which goes to show, if it shows anything, that Mexico—like France in the years succeeding its revolution—is still in a stage when it enjoys philosophising about its economic and social difficulties, and when it still has faith that some logical formula or other will contribute to their solution. Meanwhile it is a fact that the employers of labor are beginning to recognise the necessity of concerted action and have once or twice used it even against the Government when they deemed its activities were not impartial. A fortnight or so ago a number of factory owners and managers refused to attend a conference which the Government had arranged for them and the leaders of their striking union employes. And then came this step of declining to recognise further the Board of Conciliation and Arbitration if its membership were changed in accordance with what were understood to be Gov. Gasca's plans.

How that functionary—who seems to be a well-meaning and exceedingly earnest sort of person—feels about the President's interposition has not been stated. When Gasca assumed his office he was incautious or native enough to say to the reporters for the local press that his head would be a glass ball wherein every one could see his thoughts, even the most hidden.

The men of the press did not forget that figure of speech, and later dryly reported that the Governor had changed his policy and, probably in order that they might not surprise and frighten his thoughts, declined to receive them in person any longer, though he promised to answer in writing any questions they might send in.

After the President had made his promise in regard to the Board of Arbitration, Mr. Gasca became even more remote, for when a questionnaire on the incident was submitted to him he merely sent back word by an employe that he was "very busy."

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INTERNATIONAL

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WARDROBE TRUNKS

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$12 per Gross VENUS COPYING PENCILS $12 per Gross

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in various models
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RONEO DUPLICATORS
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Contain No Minerals

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with a pair of these comfortable, beautiful and dainty glasses.

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Chinese Optical Company
P.583 Nanking Road

Financial And Commercial News

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

Stock	Quotations Closing
Banks	
H. K and S. B. ..	$592½ B.
Chartered	.80
Russo-Asiatic	Rs. 250
Marine Insurances	
Canton	H.$370
North China	Tls. 158
Union of Canton..	Hk. 175
Yangtsze	$20 B.
Far Eastern Ins. Co., Ltd.....	Tls. 20
Fire Insurances	
China Fire	$128
Hongkong Fire...	$318
Shipping	
Indo-China Def....	H.$205
Indo-China Pref...	$18 B.
"Shell"	155/- S.
Shanghai Tug ord.	Tls. 50
Shanghai Tug pref	Tls. 35 B.
Mining	
Kaiping	Tls. 20 B.
Oriental Cons.....	17/-
Raub	Tls. 1 B.
Docks	
Hongkong Dock .	H.$151 B.
Shanghai Dock...	Tls. 124
New Eng. Works	Tls. 25 S.
Wharves	
Shanghai Wharf..	Tls. 125 B.
Hongkong Wharf	H.$87 B.
Lands and Hotels	
Anglo-French Land	Tls. 68 B.
Shanghai Land..	Tls. 66 B.
Weihaiwei Land..	Tls. 3
S'hai Hotel Ltd.	Tls. 55
China Realty (ord.)	Tls. 50
China Realty (pref)	Tls. 50
Cotton Mills	
E-wo (ord.)	Tls. 480 S.
E-wo (pref.)	Tls. 85
Laou-kung-mow...	Tls. 400 S.
Oriental	Tls. 175 S.
Shanghai Cotton .	Tls. 165 B.
Kungyik	Tls. 45
Yangtszepoo	Tls. 28
Yangtszepoo Pref.	Tls. 85
Industrials	
Setler Tiles	Ts. 23
China Sugar	Tls. 221
Green Island	Tls. 9.20 B.
Langkats	Tls. 15¾
Major Bros	Tls. 5
S'hai Sumatra ...	Tls. 98
Stores	
Hall & Holts	$10½
Llewellyn	$30
Lane, Crawford....	$83 B.
Moutrie	$40
Watson	Tls. 7.40 B.
Weeks	$9 B.
Rubbers (Local)	
Alma	Tls. 4½ S.
Amherst	Tls. 0.10 B.
Anglo-Java	Tls. 7
Anglo-Dutch	Tls. 2½ B.
Ayer Tawah	Tls. 20 B.
Batu Anam 1918.	Tls. 0.70
Bukit Toh Alang	Tls. 2
Bute	Tls. 0.60 B.
Chemor United...	Tls. 0.60 B.
Chempedak	Tls. 5
Cheng	Tls. 1¼
Consolidated	Tls. 2 B.
Dominion	Tls. 5
Gula Kalumpong .	Tls. 4¾ B.
Java Consolidated	Tls. 10 B.
Kamunting	Tls. 3
Kapala	Tls. 0.20 B.
Kapayang	Tls. 10
Karan	Tls. 7
Kota Bahroe	Tls. 2¾ B.
Kroewoek Java ..	Tls. 15
Padang	Tls. 6½
Pengkalan Durian	Tls. 3
Permata	Tls. 1
Repah	Tls. 0.50
Samagaga	Tls. 0.65 B.
Seekee	Tls. 1
Semambu	Tls. 0.60 B.
Senawang	Tls. 3 B.
S'hai Klebang ...	Tls. 0.55
Shanghai Malay .	Tls. 3
S'hai Malay pref..	Tls. 10
Shanghai Pahang	Tls. 1
Sungala	Tls. 0.50
Sungei Duri	Tls. 6½
Sua Manggis	Tls. 3½ S.
S'hai Kalantan ..	Tls. 0.55
S'hai Seremban ..	Ts. 0.60
Taiping	Tls. 0.80
Tanah Merah	Tls. 0.80
Tehong	Tls. 14½ S.
Ulobri	Tls. 2¼
Ziangbe	Tls. 3½ B.
Miscellaneous	
C. I. & E. Lumber	Tls. 325
Culty Dairy	Tls. 12
Shanghai Trams .	Tls. 66
Shanghai Gas	Tls. 14½ B.
Horse Bazaar	Ts. 34
Shanghai Mercury	Tls. 28
S'hai Telephone ..	Tls. 72 B.
S'hai Waterworks..	Tls. 121

S. Sellers. Sa. Sales. B. Buyers.

Benjamin and Potts, 8 Jinkee Rd

Telephone No. Central 393

Stock Exchange
Transactions

Shanghai, October 16, 1920.

OFFICIAL
New Eng: Tls. 24.00
S. & H. Wharf Tls. 140.00

UNOFFICIAL
Shanghai Lands 6% Debs 1920 Tls. 93.00
Ayer Tawah Tls. 20.00
Anglo Javas Tls. 7.00

Exchange and Bullion

Exchange and Bullion
Shanghai, October 16, 1920.

Sovereigns: buying rate,
@ 5/3½ = Tls. 3.78
@ exch. 72.5 = Mex. $5.21
Gold Dollars: buying rate
@ 92¼ = Tls. 1.08
@ exch. 72.5 = Mex. $1.50
Mex. Dollars: Market Rate: 72.2875
Shanghai Gold Bars: 978 touch Tls. 256
Bar Silver 998 touch .. Tls. 111
Copper Cash .. per tael 193.000
Native Interest ..... Tls. 12

Latest London Quotations
Bar Silver ..... 53⅝d.
Bank Rate of Discount 7%
Ex., Paris on London Fr. 53.12
Ex., New York on London T.T. G.$3.47¾

Exchange Closing Quotations

London	T.T.	5/3½
London	Demand	5/3¾
India	Nom. T.T.	321½
Paris	T.T.	1405
Paris	Demand	1408
New York	T.T.	92
New York	Demand	92¼
Hongkong	T.T.	73½
Japan	T.T.	54¾
Batavia	T.T.	298½
Singapore	T.T.	43½

Bank's Closing Buying Rate

London	Demand	5/5½
London 4	m/s. Cdts.	5/7½
London 4	m/s. Docy.	5/8
London 6	m/s. Cdts.	5/8¾
London 6	m/s. Docy.	5/9¾
Paris	4 m/s.	1505
New York ..	o/d. Docy.	95
New York..4	m/s. Docy.	99¾

Tourists' Exchange
@ Bank's Closing Demand buying Rates
£10 @ exch. 5/5½ = Sh. Tls. 36.64
G.$50 @ exch. 95 = Sh. Tls. 52.63
Fr. 250 @ exch. 1455 = Sh. Tls. 17.18

1 Shanghai Tael = Mex. $1.37 t Bank's selling rate for Mexican Dollars.

BANKS SELLING RATE FOR MARKS

Marks 4,500 ..... = Tls. 100
„ 100 .... = Mex. $3.09

ROUBLES EXCHANGE
Today's Bank Buying Rate For Roubles
Roubles 25,000 ..... = Tls. 100
„ 100 ..... = Mex. $0.55

Exchange Shop Rates
Buying: 100 Old Roubles $1.17½
„ 100 New „ $0.57½
Selling: 100 Old „ $1.27½
„ 100 New „ $0.60

CUSTOMS HOUSE EXCHANGE RATES FOR OCTOBER

Hk. Tls. 3.02	@	5/11¼	£1
„ 1	@	1563	Fr. 17.41
„ 0.87	@	103	Gold $1
„ 1	@	49½	Yen 2.25
„ 1	@	323½	Rs. 3.60
„ —	@	—	Roubles —
„ 1	@	1.50	Mex. $1.50

Sharebrokers' Association
Transactions

Shanghai, October 16, 1920.
UNOFFICIAL
Telephones Tls. 72.00

Chartered Stock And Produce Exchange Ltd.
Closing Quotation Of Transactions yesterday

Shanghai, October 16, 1920.
Chinese Bonds 1st year 6%
$19.40 October
$19.65 November
Chinese Internal Loan 7%
$34.30 October
Han-Yeh-Ping
$27.40 October
The Nuzu Electric Tramway Co. (Preferred)
$19.40 October
$19.90 November
The Shanghai Mutual Tel. Co.
Tls. 76.80 November
The Chartered S. & P. Ex.,
$59.40 October
$59.40 November
Tungchow Cotton
Tls. 27.30 October
„ 26.45 November
„ 26.15 December
„ 26.05 January
„ 26.20 February
„ 26.40 March
Local Yarn for Standard 16's Cloudy Stork
Tls. 136.20 October
„ 136.00 November
„ 135.00 December
„ 134.80 January
„ 135.00 February
„ 135.00 March
Bean Oil for Standard Kee Chong-Yeen Oil & Co., Shanghai
Tls. 10.25 October
„ 10.40 November
10.45 December
Newchwang Bean
Tls. 3.46 October
Honan Bean
Tls. 3.11 November
„ 3.01 December

Hongkong Market

Messrs. Moxon and Taylor write as follows in their report dated October 8:

A more cheerful market has prevailed during the week under review, a considerable business having been done, mostly in Cements and Steamboats.

London reports Shells as quieter owing to sales of new issue.

The Rubber market is about the same, and there seems no hurry to buy.

In Shanghai the market still remains in an unsatisfactory condition, and Shanghai Docks which put on a small spurt last week are now easier.

Alterations from last week are:

Hongkong Bank.—Owing to the drop in sterling exchange have advanced to a buying rate of $625.

East Asia Bank.—Are wanted at $117.

Hongkong Lands and Centrals.—Are both firm at quoted rates.

Hotels.—Have improved to a buying quotation of $114.

Wharves.—Are slightly better, with buyers at $87½.

China Sugars.—Are very steady with buyers offering $221.

Unions.—Are firmer owing to the drop in exchange. $183 would be paid.

Shells.—Are round about £7.15/-.

Deferred Indos.—Are wanted at $193½ with no shares forthcoming.

Cements.—A large business has been done at rising rates. The week opened with buyers offering $8.50 and at the close $9.30 would be paid. A fair business has been transacted for December at equivalent rates, the market closing with buyers at $9.60.

Watsons.—Have risen to $7½.

Hongkong Trams.—Are firm at $7¼.

London Quotations. — Shells £7.10.0, Anglo Egyptians "B" £3.3.9 and Indo Chinas (Deferred) £38.

Cotton Stocks in Shanghai.—No change to report.

Shanghai Docks.—Are round about Tls. 126 for cash and Tls. 130 for December.

Exchange.—The demand selling rate on London is 4/1¼ and the T.T. selling rate on Shanghai is 72.

Cotton Market

Messrs. J. Spunt and Co. write as follows in their report dated October 16:

China Cotton.—Prices during the past week have further receded by Tls. 1.00 per picul lower than that previously registered and the volume of business transacted, which was more for future deliveries than for spots, may be said to have been comparatively small, evolving at the close a weakish tendency.

While the continued gradual declines in Mid-Americans, the non-improving Yarn markets, the monetarial stringency now prevalent and the gloomy and uncertain political situation combine to counteract any encouraging prospects for the local staple, yet there is some scope left for reactionary conditions which more or less point out the advisability, as a safeguarding step, to take advantage of offerings at suitable rates. Tone of the market weak.

Silk Market

Messrs. William Little and Co. write as follows in their report dated October 15:

White Silk.—Very quiet. Settlements are reported in Tsatlee New Style M. H. Y. Blue Dragon and Feima Ex. 1, 2, at Tls. 810 av. Lion and Scale and Sheep and Flag 1, 2, 3 at Tls. 780 av. and low Grades at Tls. 735.

Exchange Market

Messrs. Maitland, Fearon and Brand write as follows in their Exchange Circular for week ending Wednesday, October 13:

Exchange. — After touching 53⅝d. yesterday the London price of silver recovered ⅞d. today to 54¼d. at which rate it is 3¾d. lower than last week. There has been a large demand for Gold remittances which ran our rate for T.T. on London down 4d. to 5/2d. Today following silver there is a recovery of 2d. to 5/4d. at which rate the market closes steady. There is still an absence of adequate cover in the shape of export bills and unless there is an improvement in this respect the tendency of our market will be to go below the parity of silver which at present is about 5/4⅛d.

Local stocks of Silver are reported as follows:

Sycee and Bar Silver Tls. 34,037,000 a decrease of Tls. 1,063,000.

Chinese and Mexican Dollars $27,970,000 a decrease of $50,000.

Estimated total value in Taels 54,455,000.

Stock of silver on October 15, 1919, Taels 29,083,000.

Rubber Prices

Messrs. R. N. Truman and Co. have received the following telegraphic report from their Singapore agents in connection with the weekly auctions held on October 13:

Average price realised:

No. 1 Smoked Sheet $0.58 per pound equivalent to 1s. 4¼d. ex warehouse Singapore.

No. 1 Crepe $0.62 per pound equivalent to 1s. 5½d. ex warehouse Singapore.

Market firm. Offered 753 tons; sold 545 tons.

Messrs. J. A. Wattie and Co. have received the following telegram from Messrs. Barker and Co., Ltd., London, dated 12th inst.

Average Spot price standard quality Ribbed Smoked Sheet 1/3½.

Average Spot price standard quality First Crepe 1/6.

Market steady.

Share Market

In their report dated October 15, Messrs. J. P. Bisset and Co. write as follows:

The tone of the market is unchanged during the past week and quotations generally have remained steady except for Telephones which are wanted at Tls. 72. Telegraphic advices from Singapore, to hand today, show a marked improvement in the prices obtained for rubber at this week's auctions and a few buyers came into the market for local shares but still at bargain rates only.

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Registered in England and Hongkong.

A BRITISH COMPANY with a complete organisation throughout Asia, and Assets exceeding

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10 Canton Road, Shanghai.

Singapore Rubber Auction

Singapore, September 29 and 30.—Following were the prices realised at the auction this week:

	Singapore per lb. Cents.
SHEET	
Singapore Standard Ribbed	57½/56
Off Quality Ribbed ...	55½/38
Smoked Fine Plain ...	Nil
Smoked Good Plain ..	Nil
Unsmoked Fine Ribbed	Nil
Unsmoked Good Ribbed	Nil
Unsmoked Fine Plain.	Nil
Unsmoked Good Plain.	Nil
Cupwashing	30/20
CREPE	
Singapore Standard First Latex	63/60
Off Color Latex	59½/45
Fine Brown	44½/34½
Good Brown	34/33
Good Dark	32½/28½
Barky	28/20½
SCRAP	
Virgin and Pressed ...	Nil
Loose	Nil

Catalogued for Sale: 2,290,847 lbs. (about 1,022 tons).

Sold: 1,198,383 lbs. (about 534 tons).

At the auctions this week very little interest was shown except by a few buyers who were operating on the strength of London cables, indicating a firmer market there. The majority preferred to remain onlookers. Prices fell gradually and the improved aspect of the market at the commencement proved to be due entirely to speculation.

Standard Ribbed Smoked Sheet opened at about 57½ cents, making an advance of 6 cents on the week. Later buyers of Standard Sheet fell off and it could not be sold at a premium over F.A.Q. Sheet. As sellers refused to part with their holdings at the prices offered there was very little business done in this grade.

Standard First Latex Crepe was again very scarce and a few nervous "bears" were willing to pay high prices in order to cover. 63 cents was the highest prices paid for this grade, showing an advance of 7 cents on the week.

Brown Crepes sold at round about last week's prices, whereas Barky and Scrap Crepes made an increase of from 4 to 5 cents.

Towards the close bidding fell off almost entirely, and it was difficult to find buyers even at much reduced prices.

Meyer and Measor.

PARIS EXCHANGE
(French Wireless Service)

Paris, October 15.—Exchange quotations:

London	53.30
New York	15.32½
Belgium	105.½
Spain	220.00
Prague	18.½
Italy	60.00
Rumania	26.½
Switzerland	243.¾

French War Loans:

3 percent	54.30
4 percent 1917....	69.45
4 percent 1918....	69.10
5 percent	86.25
5 percent 1920....	101.02

FRENCH MARKETS
(French Wireless Service)

Paris, October 15.—Market quotations:

Marseilles, October 15:

Rice cleaned (Saigon)	—
Green peas (Japan)	165
Potato starch	150

Le Havre, October 14:

Cotton, First quality	398
„ Second quality	397
„ Third quality	385

Lyons, October 15:

Raw Silks:	
Cevennes	260
Italy	275
Syria	250
Japan	275
China	310
Canton	215

Mail Notices

MAILS CLOSE

For U.S., Canada and Europe:
Per C.P.O.S. s.s. E. of Russia Oct. 23

For Europe
Per P. & O. s.s. Kashgar Oct. 18
For United Kingdom
Per B.F. s.s. Teiresias Oct. 18
For Australia
Per B. & S. s.s. Suiyang Oct. 18
For Japan
The N.Y.K. s.s. Takashima M Oct. 18

MAILS DUE

From U.S. and Canada
The C.M. s.s. Nanking Oct. 21
From Europe
Per P. & O. s.s. Novara Oct. 19
From Japan
Per N.Y.K. s.s. Mikawa Maru Oct. 17

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Western Union Telegraphic Code, Universal Edition	30.00
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Cleanliness has for ever been our watchword in the safeguarding of the Public in the matter of this kind of food production.
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22/6

8-day Lever
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Guaranteed for 5 years

Buy Direct from England

This Watch will serve you for many years and give no trouble.
Its only need—winding on Sundays.
It is a concrete example of high efficiency.
Guaranteed fully for 5 years against all defects of material and workmanship.
Elegant, well-made Case.
Reliable, strong Movement.

Buy it—we guarantee it!

This 8-day Lever Watch, Open Face, as illustrated, in beautifully polished plain Solid Nickel Case.
No. 386.....Price 22/6

In Artistically Engraved SOLID SILVER Case (British Government Stamped). Open Face as illustrated.
No. 518.....Price 35/-

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LUMINOUS DIAL AND HANDS 5/- extra

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Then cut it out and put it into an envelope, with your name and full address. (Deposit 5/-)

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Send me C.O.D. one 8-day Watch.
No.....Price.....
Deposit 5/- herewith.
Also send me your Illustrated Catalogue. My name and full address are enclosed with this order form.
765

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'Phone 1053 2538 Central.

Passengers Arrived

Per C.M. s.s. Kiangteen Ningpo: Messrs. Oliver, M. Daper.

Per C.M. s.s. Kiangteen from Hankow: Misses Raeburn, Lillie; from Wuhu: Mr. E. A. Pall.

Per C.N. s.s. Shengking from Hankow: Mr. Askinson.

Per C.M. s.s. Heinkong from Tientsin: Mr. Bourke.

Per S.M.R. s.s. Kobe Maru from Dairen: Mr. and Mrs. Garner, Mr. and Mrs. Wilson, Messrs. Sabousky, G. Bonnett J. Monchen, Mr. and Mrs. Chun.

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32860 O. 17

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32906 O. 19

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32855 O. 17

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WANTED, small flat, furnished or unfurnished, or room with bath, near Bund. Apply to Box 824, THE CHINA PRESS.
32908 O. 17

AMERICAN lady, successful designer and dressmaker, wants desirable furnished rooms, close-in residence, or office building. Room 147, Astor House.
32887 O. 17

WANTED, a furnished room and connecting bath in central district or near central. No board desired. Apply to Box 1000, THE CHINA PRESS.
32893 O.23

YOUNG man wants furnished room, with private bath and full board. Apply to Box 998, THE CHINA PRESS.
32891 O. 17

A local "Welfare" organisation wishes to keep on its "Register of Homes" the names of those willing to take as paying guest any young American or European man recommended by the organisation. Only those (including small *private* boarding houses) able and willing to offer a "real home from home" should reply—"lodgings" will not be considered. To ensure full privacy, the Register of Homes will be accessible to the Committee only. Address offers to Box 981, THE CHINA PRESS; further particulars will be furnished later.
32859

YOUNG British couple would like furnished or unfurnished flat, or share house having garden. Apply to Box 976, THE CHINA PRESS.
32849 O. 17

PROFESSIONAL

HIGHLY qualified music teacher (lady), having finished the conservatoire of Petrograd and been teacher in a musical college, desires to give piano lessons or accompany. Terms moderate. Apply to Box 990, THE CHINA PRESS.
32793 O. 19

FOREIGN lady would give English lessons in Chinese school, two hours only. Apply to Box 983, THE CHINA PRESS.
32865 O. 17

RUSSIAN lady wishes translation work; French, Russian and English lessons given. Apply to Box 993, THE CHINA PRESS.
32882 O. 30

LESSIONS in dancing wanted by a young man, to be given at teacher's residence. Apply to Box 1001, THE CHINA PRESS.
32894 O. 17

ENGLISH ladies give lessons in English, shorthand, typewriting piano, violin, mandolin, banjo, elocution and painting. Box 271, British Post Office.
32845

MUSIC lessons (piano) given by teacher graduate from Petrograd Conservatoire. I. Zviagin, 25 East Seward Road, from 5 to 6.
3279?

RIDING school, corner of Gordon and Markham Roads. telephone West 693. Riding lessons given to adults and children. Also training, breaking in, hiring out of ponies. The office is open from 5 to 12.30 a.m. and from 5 to 7.30 p.m. Secretary.
3227?

MANDARIN and Shanghai dialects to be taught in three months, full course in six months. Lessons given any evening from 8:30 to 10. Apply to Mr. Wm C. Dong, No. 61 to 62, Nanking Road.
32847 O. 17

RUSSIAN and French lessons given by a Russian lady. Apply to Box 979, THE CHINA PRESS.
32856 O. 19

SITUATIONS VACANT

WANTED First Class Shipping Clerk, must know shipping work thoroughly. Apply to Box 1011, THE CHINA PRESS.

EUROPEAN or American, with experience in retail business, required to take charge of department in gramophones, records and music. Able to read music at sight and to type quickly. Apply The Robinson Piano Co., Ltd., The Anglo-American Music House.
32885 O. 20

BUSINESS AND OFFICIAL NOTICES

(Continued from Page 28)

Rhubarb

A sample bag, containing twenty pounds net of thoroughly dried Tibetan Rhubarb, will be mailed to your address on receipt of Chinese Postal Money Order for twelve dollars, together with full particulars. Address: Mr. Elly Widler, Tatsienlu, Szechwan Province.

International Chess Club

By courtesy of the Committee of the THIRTY CLUB, a meeting will be held at their premises NO. 1A JINKEE ROAD, on TUESDAY next, 19TH INST, at 9:15 p.m.

Past and present members of the INTERNATIONAL CHESS CLUB and others interested in the game are cordially invited to attend.

G. O. JACKSON,
Hon. Secretary.
32861

NOTICE

We can supply a good assortment of Venetian laces, filet, Irish crochet, cut works, etc. Intending purchasers please apply to the Export Office.

THE TLEE LACE FACTORY,
H11-12 Haskell Road, Shanghai.
32844

NOTICE

Shanghai Rugby Football Club

A General Meeting of the Club will be held at the Shanghai Rowing Club at 5.15 p.m. on Monday, October 18. All interested are invited to attend.

By Order of the Committee
F. L. WAINWRIGHT,
Hon. Secretary.

Shanghai, October 9, 1920.
32768

DR. F. FRANEK

Specialist in Urinary Skin and Internal Diseases
21, Nanking Road
Consulting hours 11-1, 4-6
Tel. C. 851
32640

Dr. Wm. S. GREGG, Oph. D.

Specialist in Eye Diseases
Glasses Prescribed and Fitted Scientifically.
Hours 9—12 2—5
15 Nanking Road. Cor. Szechuen Road
American Oriental Bank Building)
Third Floor—Take Elevator
30645

NOTICE

NOTICE is hereby given that on and after the 14th inst., the LLOYD TRIESTINO S. S. Co., will open their own office in the new building of Messrs. David Sassoon and Co., Ltd. (28 Kiangse Road).
32801

Dr. James Yuking,

Specialist in the treatment of Venereal Diseases and Piles.
78 Nanking Road.
Piles guaranteed to be cured within ten days after one treatment without operation or pain.
Office hours: 9-12 and 1-5 daily

CAFÉ PAULISTA

P448, Nanking Road,
'Phone C. 2930
TIFFIN 75 cts.
DINNER $1.00
also Meals a la Carte.

Cakes of all kinds made to order.

GENUINE BRAZIL COFFEE
Tins 70 cts. lb.,
Tabloids 60 cts. doz.

DO YOU KNOW THAT

you can get a good decorator and painter whose price is cheaper and whose work is better than others. If you intend to renew your house with Cream Washing, or Hall's Distemper, or your furniture to be treated with Ningpo Varnish, Polish, etc.,

Please Address
S. L. VIVONNE HSU AND CO.
44, Nanlingiee, Haining Road,
Shanghai.
32721

CHEMICAL MANUFACTURERS

Old established, require in all orient al ports, one
RELIABLE AGENT
Apply to Box 974
THE CHINA PRESS
32849

ELM & CO.

Commercial Engineers and Contractors
No. 39 Szechuen Road.
Tel. C. No. 801.
CONCRETE Work, Heating, Ventilation, Plumbing and Factory Installation
and
Importers of Steel Sash, Steel Bars Roofing and other Building Materials.
32695

Dah Shing Garage

Tiendong Road
Corner of Seward Rd., Hongkew
Tel. North 2276
Nice comfortable cars at your service. Monthly hire for office hours $60.
Tariff: 1st class, $4 per hour
2nd class, $3 per hour
½ hour for $1.
Also repairing of Ford Cars, etc
32014

DR. OKS, M. D.

Specialist for diseases and operation of eyes, ears, throat and nose.
9-11 a.m. and 1-4 p.m.
3 Kiukiang Road. Tel. Central 1801
32631

The Banque Industrielle de Chine

will receive from now on until 30th November 1920, subscriptions to the 6% New French Government Loan of 1920, and grant most favourable terms to intending subscribers
32507

Municipal Notification

No. 2702

7 PER CENT. LOAN, 1920

Price of Issue until further notice 92½ per cent.

Under the authority of Resolution VII passed at the annual meeting of Ratepayers on April 7, 1920, the Council hereby invites applications for debentures in the 7 per cent Loan of 1920.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 92½ per cent until further notice and will be redeemed on December 31, 1930.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls 100 to suit the convenience of applicants, but no allotment for a less amount than Tls. 500 nominal will be made except to depositors in the Municipal Investment Bank.

Application forms can be obtained from the Treasurer and Comptroller, Finance Department, 24B Kiangse Road, to whom all enquiries should be addressed.

By order,
N. D. LIDDELL,
Secretary.

Council Room,
Shanghai, April 13, 1920.
32501

NOMAD OASIS

A. A. O. N. M. S. of Shanghai
SHRINERS, ATTENTION

Having received a very important cablegram from Imperial Potentate Garretson, all Nobles are earnestly requested to attend a Special Meeting to be held at the Astor House Hotel on Monday, 8th October, 1920, at 5:30 p.m. sharp.

A. B. ROSENFELD,
(President).
32874

EDEN HOSPITAL

Men's Department
P372 *Nanking Road*
Open to the public
Hours 10 a.m. to 4 p.m.
Special consideration to men in uniform.

Notice of Removal

Dr. Gensburger's Eye Clinic has been removed from North Szechuen Road to F129, Bubbling Well Road (next to the Horse Bazaar).

Clinic will be held daily from 8.30 a.m. till 11 a.m. for the benefit of the Poor.

DR. FRED M. GENSBURGER.
32869

NOTICE

Dr. Alvarez removed temporarily to No. 89 Szechuen Road opposite Whiteaway, Laidlaw and Co., Ltd.
32877

Dr. Furstenberg M.D.

Specialist in urinary, venereal skin and internal diseases.
Hours 11-1 and 4-6 p.m.
25 Avenue Edward VII. Ben Building.
Tel. C. 038 3085

Dingle's New Map of China Now Ready . . . .

In English and Chinese throughout. All styles—roll, folded and in sections. Over 10,000 names. Complete record of productions. Tls. 20 complete

Far Eastern Geographical Establishment
No. 6 Kiukiang Rd. Tel. C. 3071

FRESH MILK

delivery twice daily.
EXTRA ORDERS
are executed at any time
AIKOSHA DAIRY
59 Avenue Dubail
Tel. C. 2175

HONMA HOSPITAL

No. 8A Miller Road.
Tel. N. 2961

DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases
Confinements, Surgery
X-Ray and diathermy
Examination with Urethroscope
Skin Diseases
Massage Treatment

KINGMAN & BROS.

Dental Surgeons of the Philadelphia Dental College and Garretson's Hospital of Oral Surgery Philadelphia, U.S.A.

Will perform all kinds of dental operation on modern scientific principles, and supply:

Teeth of Superior Workmanship in Vulcanite, Gold and Alloy Plates Gold Crown and Bridge Work.

All work is guaranteed to entire satisfaction.

TEL. CENTRAL 515
40, Szechuen Road, Shanghai.

FOOCHOW

The San Peh Co.'s Steamer Ningshin Captain Augestad, will leave from the Ningshao Wharf, Chinese Bund Nantao, on Monday, the 18th inst., at about 6 p.m. This Steamer has extra large cabins with all the conveniences of a mail Steamer, with observation saloons fore and aft. Excellent service and cuisine. Passage fare, Shanghai to Foochow, single $30 and return $48. For Freight or Passage, apply to the office of the Company, No. 19-21 Avenue Edward VII Telephones:—Freight C. 1520 Passage C. 3283.
32870

FOR SALE

The U.S.S. SAMAR will be sold at the U.S. Navy Purchasing Office, No. 20 Whangpoo Road, Shanghai, China, by sealed proposals to be opened at 10:00 a.m. on December 20, 1920.

The SAMAR was built at Cavite, P.I., in 1885, Length 121 feet, Beam 17 feet, 10 inches. Mean draft 7 ft. Displacement when in commission 243 Tons.

The vessel will be ready for inspection on September 10th. Appraised value $28,000.00 U.S. Currency. Further information and blank proposals may be had by applying to the U.S. Navy Purchasing Office.
32505

Yuen Sung Tai & Co.

Wholesale and Retail Dealers in all Kinds of
FURS, RUGS, ROBES
No. C. 123 Honan Road.
Tel. C. 4048.
and
Branch Office 4 Honan Road.
SHANGHAI.
32589

China Lace Guild

96 Szechuen Road

Filet, Irish, Venetian Point Lace and Embroidery manufacture and export
3134?

THE JURAL JEWELLERY STORE

(The Latest Novelties in Jewellery of every description.
A special line of
URAL STONES
made to order in all colors and in any patterns desired.
Watches and Clocks
and
regulating and repairing of same. Engraving neatly executed.
No. 291 North Szechuen Road.
(Opp. Mission Book Store Co.)
3513?

Dr. E. G. Lobzowsky DENTIST

Four Years' Practice in New York.

Painless Extractions, Plate Crown Bridgework, Gold and Porcelain Inlays.

No. 3 G Peking Road
Tel. Central 1125

BLANKETS

FOR SALE

Large consignment of grey wool double blankets, size 82" by 66", weight 5 lbs. For further particulars, apply Trans-Pacific Corporation, 103 Szechuen Road or Phone C. 2671.
32416

Dr. R. Holper, M.D.

(Bordeaux Universite, France.)
Specialist in venereal, urinary, skin and internal diseases.
15 NANKING ROAD
(Corn. Szechuen Road)
Office hours 11-1 and 4-6
Residence 77 Avenue Dubail
Tel. Central 726
27310

Dr. JAMES T. NEWTON

Dental Surgeon
Modern Dentistry—Moderate Charges
565 Nanking Road, between Kiangse and Honan Roads

PREVENTIVE AND CURE FOR INFLUENZA COLDS AND MALARIA

AT ALL LEADING CHEMISTS 32555

CERCLE SPORTIF FRANCAIS

Changhai, 14th Octobre. 1920

Le Comite a l'honneur d'informer les membres du C. S. F. que le premier The dansant de la saison aura lieu le Dimanche 17 Octobre.

A partir de cette date il y aura comme l'annee derniere The dansant chaque Mardi, Jeudi et Dimanche.

Les diners en musique auront lieu comme par le passe les mercredis et samedis de chaque semaine.

Par ordre du Comite,
Dr. E. Tartois
Secretaire.

The Committee begs to inform the members of C. S. F. that the first Tea dansant will take place on Sunday, 17th October.

From the above stipulated date, there will be Tea dansant the same as last year every Tuesday, Thursday and Sunday.

The musical dinners will take place the same as last year every Wednesday and Saturday.

By order of the Committee,
Dr. E. Tartois
Hon. Secretary

Yangtsze Hotel, Nanking

南京揚子江旅館

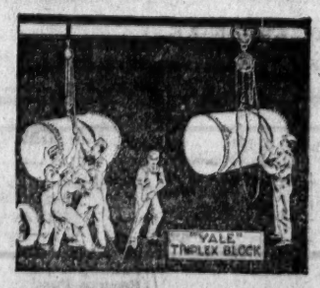
First-class Foreign Hotel

Each room with bath attached. Ten minutes from station. Private car for use of guests.

Mrs. J. FARREL
Proprietress

YALE & TOWNE HOISTS

Compare the old method on this side



with the new on this

For prices and particulars, apply to
FEARON, DANIEL & CO., INC.
18B, Kiangse Road,
Sole Agents in North China

SARDINES

IN OIL and IN TOMATO
ANCHOVIES IN OIL,
of the BEST FRENCH MANUFACTURERS

SWEETMEAT CASTLE
16 Nanking Road, Entrance in Szechuen Road.

Chinese Government Railways

TIENTSIN-PUKOW LINE

Notification No. 296

FAMINE RELIEF FUND (144/1)

The public is hereby infomed that, by order of the Ministry of Communications, the following measures will be adopted on this line on and after 11th October, 1920.

(1) At the time of selling passenger tickets at all stations, a FAMINE RELIEF FUND will be collected in addition to passenger fare irrespective of distances covered by the ticket, namely:

(a) For each first class ticket $0.20
(b) ,, ,, second ,, ,, ... $0.10
(c) ,, ,, third ,, ,, ...5 copper cents

(2) For through passenger tickets, the above fund will be collected in accordance with the number of lines by which the holders travel, i.e. for every line the above amount corresponding to its class will be collected in addition to the passenger fare.

(3) For each freight invoice, 5% of its total charges will be collected in addition for the above fund.

(4) For each parcel ticket, 3% of its total charges will be collected in addition for the above fund.

(5) The above additional fund will be collected by station masters of all stations at the time of selling tickets or issuing goods or parcel invoice, as the case may be, and the amount so collected shall be entered on the freight invoice. In the case of "To Pay Accounts" for which the freight is not collected by the station masters, such fund shall be collected by the Accounts Department at the time of collecting the respective freight whereupon receipts are to be issued.

(6) For military transportation, transportation of railway material for home and other lines and for free or reduced rate benevolent transportations, no famine relief fund will be collected.

(7) The above named amounts are to be paid in big dollars, payment made in small silver coins will be charged 2 copper cents extra for every ten-cent piece.

(sd) S. C. SHU,
Managing Director.

Tientsin, 7th October, 1920.
32776

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £2,000,000
Reserve Fund 2,000,000
Reserve Liability of Shareholders £2,000,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
Sir William Henry Neville Goschen, K.B.E.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank Ltd
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Ipoh	Rangoon
Bangkok	Karachi	Saigon
Batavia	Klang	Seremban
Bombay	Kobe	Shanghai
Calcutta	Kuala Lumpur (F. M. S.)	Singapore
Cawnpore	Madras	Sourabaya
Canton	Manila	Tientsin
Cebu	Medan	Tavoy (Lower Burma)
Colombo	Peking	Taiping
Delhi	Penang	New York
Haiphong	Puket	Yokohama
Hankow		
Hongkong		
Iloilo		

Shanghai Branch: 18 The Bund

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

G. J. SCOTT.
Manager.

Banque De L'Indo-Chine

Fcs.
Subscribed Capital . 72,000,000.00
Paid-up Capital 68,400,000.00
Reserve Fund (1/6/20) 69,500,000.00

Head Office:
15 bis, Rue Laffite, Paris.

Branches and Agencies

Saigon	Pnom-Penh	Battambang
Haiphong	Hanoi	Tourane
Peking	Hankow	Tientsin
Hongkong	Canton	Mongtze
Singapore	Pondichery	Bangkok
Papeete	Shanghai	Noumea
	Djibouti	

London Bankers:
The National Provincial and Union Bank of England, Ltd.
Comptoir National d'Escompte de Paris—Credit Lyonnais.

The Shanghai Agency undertakes all Banking and Exchange operations; grants credits on goods and approved securities; opens current and fixed deposit accounts according to arrangement.

L. ARDAIN, Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabea."

Capital ..... Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtau, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

Y. TSENG,
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000
Silver $23,000,000

Reserve Liability of Proprietors $15,000,000

Head Office: HONGKONG
Court of Directors
Hon. Mr. E. V. D. Parr, Chairman.
A. H. Compton, Esq., Deputy Chairman.
G. M. Dodwell, Esq.
G. T. M. Odkins, Esq.
A. S. Gubbay, Esq.
Hon. Mr. P. H. Holyoak, Esq.
Hon. Mr. J. Johnstone.
A. O. Lang, Esq.
W. L. Pattenden, Esq.
J. A. Plummer, Esq.

Chief Manager
Hongkong—N. J. STAVE.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Iloilo	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

G. H. STITT,
Acting Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid) .	55,000,000
Reserve Fund	26,000,000
Capital Contributed by Chinese Government	Kup-Tls. 3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun	Hankow	O/Amur
(Kwan-chendse)	Harbin	Peking
	Hongkong	Shanghai
Chefoo	Manchouli	Tientsin
Dairen (Dalny)	Newchwang	Vladivostock
		Yokohama

Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
S. JASTRZEMBSKI.
Managers for Branches in Asia.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital $60,000,000.00
Paid-Up Capital $12,279,800.00
Reserve Fund ... $1,298,522.00
Special Reserve Fund $1,898,898.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtao	Yangchow	Chungking

Foreign Correspondents:
London, Paris, New York, San Francisco, Tokio, Osaka, Yokohama.

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.
Shanghai, 15th February, 1919.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid-up Capital ..Fr. 50,000,000
Reserves .....Fr. 12,027,956

Head office: BRUSSELS
London Office: 2 Bishopsgate, E.C.2
Paris Office: 2 Place de la Bourse
Branches: Cologne, Bucharest, Alexandria, Tantah, Caire, Peking and Tientsin.
Agents:
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Ste Gle de Belgique

Correspondents in all important cities of the world.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

L. STRAETMANS,
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
13 The Bund and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

The Bank Of Canton, Limited

Incorporated 1912

Capital subscribed: £1,000,000
Capital paid up £1,000,000

Head Office
No. 5 Des Voeux Road, Hongkong

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	S.Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

FUNG TSZ-KING,
Act. Manager.

The National Commercial Bank, Ltd.

Established 1907.
Paid-Up Capital ...$1,000,000.00
Reserve Fund 435,461.00

Head office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Cen. 2650
General Office: Cen. 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, Posis New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

SHEN CHU HSU, Manager.
SHU CHIN MIN, Sub-Manager.
MENG CHIA, T. D. Woo, Acting Sub-Manager.

International Banking Corporation

Capital and Surplus: $10,000,000
Undivided Profits: U.S.$3,200,000

OWNED BY
THE NATIONAL CITY BANK OF NEW YORK,
Head Office:
60 WALL STREET, NEW YORK
London Office: 36 Bishopsgate E. C.
Lyons Office: 27 Place Tolozan
San Francisco Office:
232 Montgomery Street
Branches:

China	Japan
Canton	Kobe
Hankow	Yokohama
Harbin	
Hongkong	Java
Peking	Batavia
Shanghai	Sourabaya
Tientsin	
Tsingtau	Panama
Dominican Republic	Colon
Barahona	Panama
Puerto Plata	
San Pedro de Macoris	Philippine Islands
Sanches	Cebu
Santiago	Manila
Santo Domingo	
India	Straits Settlements
Bombay	Singapore
Calcutta	
Rangoon	

BRANCHES OF
THE NATIONAL CITY BANK OF NEW YORK

Argentina	Italy
Buenos Aires	Genoa
Once (Buenos Aires)	Peru
Rosario	Lima
Belgium	Porto Rico
Antwerp	Ponce
Brussels	San Juan
Brazil	South Africa
Bahia	Cape Town
Pernambuco	Spain
Porto Alegre	Barcelona
Rio de Janeiro	Madrid
Santos	Trinidad
Sao Paulo	Port of Spain
Chile	Uruguay
Santiago	Montevideo
Valparaiso	Calle Rondean (Montevideo)
Colombia	Venezuela
Barranquilla	Caracas
Bogota	Ciudad Bolivar
Medellin	Maracaibo
Cuba	
Havana and 22 other cities in Cuba	

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

H. C. GULLAND, *Manager.*
1a Kiukiang Road.

Banque industrielle de Chine

Capital authorised Frs. 250,000,000
Capital subscribed „ 150,000,000
Capital paid up .. „ 75,000,000
Reserve ..... „ 30,000,000

One third of the Capital i. e. Frs. 50,000,000 subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11th, 1913.

President: ANDRE BERTHELOT
General Manager: A. J. PERNOTTE

HEAD OFFICE:
74 RUE SAINT LAZARE, PARIS
BRANCHES:
Marseilles, New York, Peking, Tientsin, Hankow, Shanghai, Vladivostock, Hongkong, Canton Foochow, Yunnanfu, Saigon, Haiphong, Swatow and Yokohama.

BANKERS:
In London: The London Joint City & Midland Bank, Ltd., London.
In France: Societe Generale pour favoriser le Development du Commerce & de l'Industrie en France.
In Italy: Banca Commerciale Italiana—Credito Italiano.
In New York: Messrs. Redmond & Co., New York.

Taels, Dollars, Gold Accounts
Interest allowed on current accounts in Gold or local currency and fixed deposits on application.

Every description of Banking and exchange business transacted. Savings accounts in Gold and local currency.

S. LION,
Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.

Agencies abroad; Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
14 The Bund.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

T. M. CHIEN Acting Manager.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY)
Established 1824.

Paid-up-Capital: Guilders 80,000,000 (about £6,666,666)
Reserve Funds: Guilders 17,353,284 (about £1,446,107)
Special Reserve: Guilders 25,160,000 (about £2,096,666)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Palembang
Bandoeng	Penang
Cheribon	Pontianak
Djomber	Rangoon
Djokjakarta	Semarang
Hongkong	Singapore
Kobe	Soerabaya
Kota-Radja	Soerakarta
Langsa	Tebing-Tinggi
Makassar	Tegal
Medan	Telok Betong
Padang	Tjilatjap
Pekalongan	Weltevreden

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

M. J. HERBSCHLEB,
Acting Manager.

The Bank of East Asia, Ltd.

Authorised Capital $3,000,000
Paid up Capital 1,000,000
Reserve Fund 200,000

Head Office:—2 Queen's Road Central, Hongkong.
Shanghai Branch:—30 The Bund
London Bankers:—The London Joint Stock, London, City and Midland Bank Ltd.
Agencies and Correspondents in the principal Commercial centres of the world.

Every description of banking and exchange business transacted.
Loans granted on approved securities
Fixed and current deposit accounts opened on terms according to arrangement.

LI TSE FONG,
Manager.

The Chekiang Industrial Bank, Ltd.

Established 1908

Capital $1,000,000.00
Reserve Capital .. $1,425.61
Resources 10,000,000.00

Head Office and Branches:
Hangchow, Shanghai, Haimon, and Lanchi.

Domestic Agencies:
Throughout CHINA at principal Cities.

Foreign Correspondents:
London, Paris, Rotterdam, Amsterdam, New York, Chicago, San Francisco, Tokyo, Kobe, Yokohama, Osaka, Hakodata, Seoul, Fusan, and Hongkong.

Interest allowed on Current Accounts and fixed Deposits according to arrangements.

Savings Accounts at 4% compound interest.

Every description of Banking and Exchange transacted.

LI MING,
Manager.

SHANGHAI BRANCH,
U39 Peking Road.
Tel. C. 3145, Mgr's. Office and C. 2147, Gen'l. Office

Cable Address:
"CHINDUSBANK" Shanghai.

SINO-ITALIAN BANK

Aut. Cap. Silver Dollars. 4,800,000
Aut. Cap. Gold It. Lire.. 16,000,000
Paid up Capital .....S.$1,200,000
Paid up Capital G.L.4,000,000
Branches: Peking, Shanghai, Tientsin
Bankers:
Italy: Credito Italiano, Banca Italiana di Sconto, Banco di Roma.
London: Credit Italiano, National Provincial and Union Bank of England, Ld., Glyn Mills and Currie.
France: Credit Commercial de France.
United States: Italian Discount & Equitable Trust Company.
Canada: Canadian Bank of Commerce.
South America: Banca Italo Belga.
Switzerland: Banca Union di Credito.
Current, fixed and savings accounts carried in Taels, Dollars, Sterling, U.S. Gold, Italian Lire, Francs and other currencies. Terms on application.
General banking business transacted. Special facilities for Italian exchange.
Telegraphic Address: Banksinit
SHANGHAI, No. 16 Kiukiang Rd. Tel. C. Nos. 5090 and 5091.
G. GIACHINO: LORD ROBERT LEE Managers.

ASIA
BANKING CORPORATION

CAPITAL $4,000,000 SURPLUS $1,100,000

An American Institution

HEAD OFFICE
NEW YORK CITY
35 Broadway.

HEAD OFFICE
FOR FAR EAST
SHANGHAI
(Corner Kiukiang & Kiangse Rds).

All descriptions of Banking Business transacted in any part of the world.

A Research Bureau has been established to facilitate and promote trade between the U. S. and China.

STOCKHOLDING BANKS:
Anglo and London, Paris National Bank, San Francisco
Bankers' Trust Company, New York City
First National Bank of Portland, Oregon
Guaranty Trust Company of New York
Guardian Savings and Trust Company, Cleveland, Ohio
Mercantile Bank of the Americas, New York City
National Bank of Commerce, Seattle, Washington
National Shawmut Bank, Boston, Mass.

Cable Address, 'BANKASIA'

Shanghai Telephone Central 1825.

Chung Foo Union Bank

(Established in 1917)
Statutes approved by the Government in 1918
Head Office: Tientsin

Subscribed Capital $3,000,000.00
Paid-Up Capital $1,020,000.00
Reserve Fund ..... $ 54,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wei

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hsuchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Changteh	Tokio	Pittsburgh
Antung	Chengchow	Osaka	Montreal
Kiukiang	Tsinkiangpu	Kobe	St. Louis
		Cincinatti	

And also in other principal cities in foreign countries.

Shanghai Branch:

8441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits, both in taels and dollars, according to arrangement.

Credits granted on approved securities.

Y. R. Sun, Manager
T. D. Zar, Sub-Manager

PARK-UNION
FOREIGN BANKING CORPORATION

Fully Paid Capital and Surplus $2,250,000

HEAD OFFICE, NEW YORK

Owned and controlled By
The National Park Bank, New York — Union Bank of Canada

BRANCHES:
SAN FRANCISCO — SEATTLE
PARIS — TOKYO — YOKOHAMA

SHANGHAI BRANCH: 7 Kiukiang Road, Telephone C. 5874-5875

Interest allowed on both Current and Fixed Deposit Accounts; every description of Banking and Exchange business transacted.

THE SHANGHAI COMMERCIAL & SAVINGS BANK, LTD.

Condensed Statement of Condition
June 30, 1920

Assets:		Liabilities:	
Loans and Discounts	$3,574,402	Capital	$1,000,000
Bills Receivable	8,393,309	Reserve	120,000
Credit Granted on Acceptances	3,125,331	Deposits	8,507,501
Cash	3,619,706	Drafts Issued	6,199,902
Other Assets	620,908	Liability on Acceptances..	3,125,331
		Other Liabilities	380,922
	$19,333,656		$19,333,656

HEAD OFFICE: 9 NINGPO ROAD

HONGKEW BRANCH: 15 NORTH SZECHUEN ROAD

Every description of Banking and Exchange business transacted

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

Commercial Bank of China

Head Office: SHANGHAI

	Sh. Tls.
Subscribed Capital	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Chinese American Bank of Commerce

(Commercial and Industrial Bank of China)
中華商業儲蓄銀行

Established by American and Chinese capitalists under special charter of the Government of China issued April 12th, 1919.

	U. S.
Authorized Capital	$10,000,000.
Paid up Capital	$5,000,000.

Head Office: PEKING
President, Hon. Chien Nen Shun
American Vice President,
James A. Thomas, Esq.
Chinese Vice President,
Hsu Un Yuen, Esq.

Correspondents in New York:
Chase National Bank
Hayden, Stone and Company
American Foreign Banking Corporation

The Bank is closely associated with a number of the leading financial institutions in the United States and has a wide connection of important capitalists in China, and is prepared to give financial facilities to assist its clients in initiating and developing solid commercial and industrial undertakings in China.

The Bank receives deposits; grants loans; issues drafts and makes telegraphic transfers; buys and sells foreign exchange; issues commercial and circular letters of credit; collects bills, checks and other documents; and does other general banking business.

SHANGHAI BRANCH
11 Nanking Road
Telephones, Central 5841 and 5842.
Shanghai Manager, H. A. ALLEN
LOUIS SHEN,
SOOYII K. SHEN,
Assistant Manager.

淮海實業銀行 Hwei Hai Industrial Bank, Ltd.

Founded and organized by Chang Chien and Chang Cha 1919

Head Office:
NANTUNGCHOW
Shanghai Branch:
22 KIUKIANG ROAD

Capital $1,000,000

Tels: Managers' Office Cen. 5802
General Office: Cen. 5802

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars according to arrangement.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

Chang Chien Jr.
General Manager
S. S. Yang
Manager
C. C. Hsu
Sub-Manager
C. Chu
General Secretary
C. P. Chow
Manager Foreign Dep't

Shanghai Trust Co.

We undertake the duties of trustees; purchase and sale of property; take charge of rentals; and write fire and marine insurance at lowest current rates.

Shanghai Trust Co.
33 Kiangse Road, Shanghai.

Passengers Departing

Per S.M.R. s.s. Kobe Maru for Dairen: Mrs. Machatikoy, Mr. and Mrs. Laurance D. M. Wedderburn and children, Messrs. T. Aida, H. J. Hearne, J. Eickwald, David Tuaeff, E. F. Veryslanch.

Per C.M. s.s. Hsinchi for Foochow: Mrs. Walsham, Misses F. Walsham, J. Walsham, Brazier, Mr. and Mrs. Mass and child, Mr. and Mrs. Toulmin, Mrs. Mag, Mr. Webster.

Per Blue Funnel s.s. Teiresias for Singapore: Mr. J. de Graeff; for London: Miss Cora Leenhoute, Mrs. J. Scotson and daughter, Mrs. and Miss Fletcher Johnes, Dr. Fletcher Jones, Mstrs. Aylwin, Cecil and Basil Fletcher Jones, Mrs. Munro and 2 children, Mr. and Mrs. Bray and daughter, Mr. and Mrs. Gosling and child, Mr. and Mrs. A. E. Ralph, Mr. and Mrs. Willis, and child, Mr. and Mrs. J. Cockin and 2 children, Mr. and Mrs. Lauder and child, Mrs. J. H. A. Hance and 3 children, Messrs. W. A. Lamont, A. Motherwell, H. J. Tawlson Admas and 3 children, A. K. Henderson.

Passengers Departed

Per C.N. s.s. Hsin Peking for Ningpo: Messrs. H. P. Wadman, T. R. Jernigan, Dr. J. E. Shoemaker, Rev. Father E. Lobry.

Per C.N. s.s. Ngankin for Tungchow: Dr. and Mrs. Hadman; for Wuhu: Miss Wadman; for Hankow: Miss Christie, Mr. and Mrs. Loxton, Mr. and Mrs. Leurguin, Mrs. Leurguin, Messrsr. Durand, Fander, 1 French Naval Officer.

Per C.N. s.s. Fengtien for Weihaiwei: Mr. and Mrs. Hansell; for Chefoo: Mr. K. P. Hansen, Sister of Charity and child; for Tientsin: Mr. and Mrs. S.F Wright, Mr. A. C. Nicolachis.

Per C.N. s.s. Chenan for Swatow: Dr. Newman and 2 children, Dr. E. C. Tompkins, Mrs. Newman, Mrs. N. H. Carman, Dr. Proctor, Dr. White, Mr. L. C. Hylbert; for Hongkong: Mr. and Mrs. Haskin, Messrs. H. M. Daniels, W. Atkins, E. H. Parrott, Hellstrand.

Per C.N. s.s. Woosung for Chinkiang: Mr. N. Keller; for Hankow: Mrs. and Miss Hughes Hallett, Mr. and Mrs. Wold and 2 children, Mr. and Mrs. Kitchen and infant, Mr. and Mrs. Soper and 2 children, Mr. and Mrs. Anderson, Mr. and Mrs. R. B. Robertson, Messrs. Gorton, Veales, E. Hagen, Hoffman, Reid.

Vessels Due

Chungking, *Hankow*	Oct.	18
Choysang, *Tsingtao*	Oct.	17
E. of Russia, *Hongkong*	Oct.	23
Feiching, *Foochow*	Oct.	21
Fengtien, *Tientsin*	Oct.	24
Hsin Peking, *Ningpo*	Oct.	17
Hsingming, *Tientsin*	Oct.	18
Hwahta, *Hankow*	Oct.	22
Inaba Maru, *London*	Oct.	23
Kangean, *Hamburg*	Oct.	20
Kiangtoo, *Hankow*	Oct.	25
Kiangyu, *Hankow*	Oct.	23
Kiangyung, *Hankow*	Oct.	18
Kingsing, *Tientsin*	Oct.	18
Kiangteen *Ningpo*	Oct.	19
Kiangwah, *Hankow*	Oct.	19
Kobe Maru, *Dairen*	Oct.	25
Kutwo, *Hankow*	Oct.	23
Kwongsang, *Hongkong*	Oct.	17
Loongwo, *Hankow*	Oct.	17
Luenho, *Hankow*	Oct.	20
Luenyi, *Hankow*	Oct.	21
Mikawa Maru, *Japan*	Oct.	17
Nanking, *S. Francisco*	Oct.	21
Ngankin, *Hankow*	Oct.	24
Ningshao, *Hankow*	Oct.	22
Novara, *London*	Oct.	19
Omi Maru, *Japan*	Oct.	24
Poyang, *Hankow*	Oct.	20
Sakaki Maru, *Dairen*	Oct.	21
Sinkiang, *Hongkong*	Oct.	18
Shuntien, *Tientsin*	Oct.	20
Suiwo, *Hankow*	Oct.	21
Sunning, *Hongkong*	Oct.	25
Szechuen, *Hongkong*	Oct.	23
Tatung, *Hankow*	Oct.	17
Tean, *Tsingtao*	Oct.	21
Tuckwo, *Hankow*	Oct.	24
Tungchow, *Tientsin*	Oct.	17
Tungwah, *Tientsin*	Oct.	20
Waishing, *Hankow*	Oct.	22
Wakanoura Maru, *Japan*	Oct.	21
Woosung, *Hankow*	Oct.	25
Wuchang, *Hankow*	Oct.	22
Yawata Maru, *Japan*	Oct.	20
Yingchow, *Hongkong*	Oct.	21

Amusements

NEW HELEN
Haining Road

SUNDAY MATINEE
Universal's Super-Serial
"The Midnight Man"
3rd and 4th Episodes
Francis Ford's Wonderful Serial
"The Mystery of 13"
15th Episodes. Final 2 Parts
"Getting Acquainted"
Chaplin Comedy.

SUNDAY EVENING
"The Midnight Man"
3rd and 4th Episodes.
"Sicilian Heroine"
Three Parts.
Sensational Feature.
"Jail-Birds"
Comedy. Full Of Laughs.

MONDAY PROGRAMME
The Colossal Italian Picture
"CABIRIA"
Eight Parts.

COMMENCING FROM MONDAY
Matinee Every Afternoon
Monday to Friday From 4.15
Saturday and Sunday
From 3 o'clock

Speakers explain Synopsis during screening of Pictures in Cantonese and Shanghai Dialects.

LYCEUM THEATRE
Nightly at 9,15
Sat. Matinee at 3.15

Maurice E. Bandman presents the

BANDMAN COMEDY COMPANY

Monday, October 18 — "Lord Richard in the Pantry"
Tues. & Weds. Oct 19 and 20 — "Sacred and Profane Love"
Thurs. & Fri., Oct. 21-22 — "General Post"
Sat. & Mon., Oct. 23 & 25 — "The Rotters"

Plans at Moutrie's. Manager—Philip Carlton

OLYMPIC THEATRE

NEW PROGRAMME FOR
TONIGHT
PRESENTING
PAULINE FREDERICK
IN
"THE HUNGRY HEART"
BY DAVID GRAHAM PHILLIPS
and
FATTY ARBUCKLE
IN
"MOONSHINE"
TWO PARTS

Sailed from Shanghai

For San Francisco		
Ecuador	Sept.	12
Brave Couer	Sept.	16
Satanta	Sep.	22
China	Sept.	28
Korea Maru	Oct.	3
Colombia	Oct.	12
Salina	Oct.	13
Siberia Maru	Oct.	15
For Seattle		
Fushimi Maru	Sept.	15
Horaisan Maru	Oct.	3
Katori Maru	Oct.	8
For Tacoma		
Alabama Maru	Sept.	24
Arabia Maru	Oct.	7
For Portland		
West Nivaria	Oct.	2
For Vancouver		
M. S. Dollar	Sept.	11
Empress of Japan	Sept.	17
Empress of Asia	Sept.	25
For New York		
Cape May	Sept.	13
Calcutta Maru	Sept.	19
Ajax	Sept.	26
City of Dunkirk	Sept.	30
Tottori Maru	Oct.	2
Celtic Prince	Oct.	14
For Baltimore		
Elkridge	Sept.	24
For London etc.		
Jeypore	Sept.	11
Glensanda	Sept.	12
Kansas	Sept	14
Yokohama Maru	Sept.	16
Awazi	Sept.	16
Mentor	Sept.	19
Khiva	Sept.	21
Glenariffe	Sept.	23
Tamba Maru	Sept.	30
Carnarvonshire	Oct.	1
Nankin	Oct.	6
Mishima Maru	Oct.	14
Matoppo	Oct.	15
For Liverpool		
Eurypylus	Oct.	4
Titan	Oct.	9
For Hamburg		
Nankai Maru	Sept.	17
Crown City	Sept.	21
Atlas Maru	Sept.	26
Keemun	Oct.	13
For Copenhagen		
Australien	Sept.	27
For Antwerp		
Keketticut	Sept.	24
For Marseilles		
Paul Lecat	Sept.	22
Armand Behic	Oct.	7
Scharnhorst	Oct.	11
For Trieste		
Hungaria	Sept.	30
For Port Said		
Caroline Maru	Oct.	12
For Bombay		
Dunera	Oct.	12
For Calcutta		
Gregory Apcar	Sept.	24
For Java ports		
Tjibodas	Oct.	3

AMUSEMENTS

VICTORIA THEATRE
Special Programme
TONIGHT
Matinee Today at 3.15
PRESENTING

"FABIOLA"
A Seven Act Spectacular Masterpiece
From the Famous
Novel of Cardinal Wiseman

Special Music. Prices $1.50 & $1.00

Holders of special coupon tickets are entitled to use same by paying the difference.

We beg to announce to our patrons that we have secured the service of a

SYMPHONY ORCHESTRA
of Fifteen Musicians
To play during this season.
Special music will be featured during the screening of films

AMUSEMENTS

AT THE APOLLO THEATRE
On Wednesday October 20th.
Commencing at 9.15 p.m.
Grand Concert! *Grand Concert!*
Russian Operatic Artistes
Miss TUMAKOFF
Lyric Soprano
Mr. SELIVANOFF
Baritone
and
Mr. CHERKASSOFF
Violinist
in their best Arias and Songs in French, English and Italian accompanied by Mr. RICHTER
Prices $3, $2 and $1.

AT THE ISIS THEATRE Tomorrow
Tuesday, Wednesday & Thursday
JACK DEMPSEY
The champion of the world
in
"DAREDEVIL JACK"

A million dollar Pathe serial. It's a Heart Story from Beginning to End! It's interesting fiction put onto the screen with all the action possible!

JACK DEMPSEY is scheduled to box Brennan on October 20th, New York, but you can see him IN THE RING
RIGHT HERE
at the ISIS. Will you miss him?
By request the first four episodes 9 parts in all will be shown together.
For this particular programme
First show at 6:45 Second show at 9:15
Usual Small Prices

FRIDAY, SATURDAY and SUNDAY
CONSTANCE TALMADGE

in
"A PAIR OF SILK STOCKINGS"
Five parts SELECT PICTURES Five parts
JUST IMAGINE
"A Pair of Silk Stockings" ran on the stage for two successful years in London, followed by a season at Winthrop Ames' Little Theatre in New York, and two more full seasons on the road.
Good things always come in pairs!
Don't fail to see this wonderful play!

Matinee Today 3 p.m.
"DAREDEVIL JACK"
The first 2 episodes
Lady Tsen Mei in
"For the Freedom of the East"

Tonight, the last night
TOM MOORE
in
"Lord and Lady Algy"
A six part comedy drama

AT THE APOLLO
MONDAY, TUESDAY OCT. 18th, 19th
FOR TWO NIGHTS ONLY
PATHE PRESENTS
CHAPTER IV ENTITLED
THE
"HYMN TO WORK"
OF THE CELEBRATED **EMILE ZOLA'S**
NOVEL **"WORK"**
FEATURING

HUGUETTE DUFLOS de la Comedie Francaise	MATHOT	RAPHAEL DUFLOS de la Comedie Francaise

Now you are in the Middle of the Celebrated Novel, the Dramatic Situation is Reaching its Highest Point.

Thursday, Friday, Saturday, and Sunday
October 21st, 22nd, 23rd, and 24th.
SELECT PICTURE WITH
NORMA

TALMADGE
The screen favorite supreme in a super-successful melodrama
SIX PARTS **"GHOSTS OF YESTERDAY"** SIX PARTS
Adopted from the play *"TWO WOMEN"*
By RUPERT HUGHES
THE CHARMING STAR
is supported by
EUGENE O'BRIEN
The play will suit almost any class of audience, young or old, high-class or otherwise.
It's a Strong Love Story, Well Acted

MATINEE TO-DAY at 3 p.m.
The Third Chapter of *"WORK"*
The greatest production written by *EMILE ZOLA*
Entitled:
"THE STRUGGLE"
and "SNUB POLLARD" in
"ALL IN A DAY"
One reel of good hearty laughs.

TO-NIGHT at 9.15 p.m.
Goldwyn presents
7 PARTS GRIPPING DRAMA **REX** 7 PARTS of GRIPS and THRILLS
BEACH'S
Greatest Thriller
"The BRAND"
The story is one of great power and appeal. It is drama from the first scene
"SNUB" POLLARD Comedy
"LOVE AND LEARN"
You will have a good laugh.
Prices as usual — Book at Robinson's

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. **Kiangfoo**, Captain J. H. Davy, will leave on Sunday, October 17, at midnight. For Freight or Passage apply to **C.M. S.N. Co.**

HANKOW & PORTS.—The Str. **Kianghsin**, Capt. Milligen, will leave on Monday, October 18, at midnight. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Shengking**, Captain McAdam, will leave from the French Bund on **Monday, October 18**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Wosang**, 1,783 Tons, Captain Forster, will sail for the above-mentioned ports from Old Ningpo Wharf on **Monday, October 18**, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Loongwo**, 3,925 Tons, Captain Findelson, will sail for the above-mentioned ports from Hunt's Wharf on **Tuesday, October 19**, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

PUKOW.—The China Navigation Co.'s Str. **Shantung**, Captain will leave on **Tuesday, October 19**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Tatung**, Capt. C. C. Williams, will leave from the French Bund on Tuesday, October 19, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co's Steamer **Changking**, Captain G. D. S. Mills, will leave on Wednesday, October 20, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Poyang**, Captain Carnaghan, will leave from the French Bund on Thursday, Oct. 21, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Luenho**, 2,868 Tons, Captain Woodgett, will sail for the above-mentioned ports from Hunt's Wharf on Thursday, October 21, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Suiwo**, 2,671 Tons, Captain Smith, will sail for the above-mentioned ports from Hunt's Wharf on Friday, October 22, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Telephone Central 241. Extension to Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Luenyi**, Captain Frazier, will leave from the French Bund on Friday, October 22, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Waishing**, 1,864 Tons, Captain Christie, will sail for the above-mentioned ports from Old Ningpo Wharf on Saturday, October 23, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Telephone Central 241. Extension to Freight and Passenger Departments.

For Southern Ports

FOOCHOW.—The Str. **Hsinchi**, Capt. E. Hausen, will leave on Sunday, October 17, at 2 p.m. For Freight or Passage apply to **C.M.S.N. Co.**

AMOY, HONGKONG & CANTON.—The Str. **Kwangtah**, Capt. C. Stewart, will leave on Sunday morning, October 17. For Freight or Passage apply to **C.M.S.N. Co.**

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. E. Edwards, will leave from the French Bund on Monday, October 18, at 4:30 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The s.s. **Monteagle** of The CANADIAN OCEAN SERVICES, LTD., will be despatched from the Shanghai and Hongkew Wharf on Monday, October 18, at such time as the state of the tide will allow. For Passage, apply to G. M. JACKSON Palace Hotel Building, 19a Bund. Tel. C. 182. For Freight, apply to N. LEES SMITH, corner of Peking and Yuen Ming Yuen Roads, Tel. C. 181.

NINGPO.—The Str. **Kiangteen**, Capt. D. D. Ross, will leave on Tuesday, Oct. 19, at 3:30 p.m. For Freight or Passage apply to **C.M.S.N. Co.**

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sulyang**, Captain J. Gibbs, will leave from the French Bund direct for the above ports on **Tuesday, Oct. 19**, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents Freight Tel. No. 77, Passage Tel No. 401.

AMOY.—The China Navigation Co.'s Str. **Chinkiang**, Capt. B. A Thomson, will leave on Thursday, Oct. 21, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sinking**, Capt. C. W. Puckett, will leave from the French Bund direct for the above ports on Thursday, Oct. 21, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents Freight Tel. No. 77, Passage Tel. No. 401.

For Northern Ports

VLADIVOSTOK DIRECT.—The s.s. **"Shin Yue"**, Captain Puchert, will be despatched from Shanghai on **Tuesday, October 19**. The tender conveying Passengers and Mail will leave the Customs Jetty on **Tuesday**, at 3 p.m. For Freight or passage, apply to L. V. Lang, No. 8 French Bund (Telephone Nos. Central 4702 and 3059.)

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Tungchow**, Captain Harris, will leave from the French Bund on **Tuesday, Oct. 19**, at 3 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NEWCHWANG.—The Str. **Toonan**, Captain H. M. Sorensen, will leave on **Tuesday morning, October 19**. For Freight or Passage apply to **C.M.S.N. Co.**

CHEFOO & TIENTSIN.—The Str. **Hsinkong**, Capt. Baines, will leave on Tuesday morning, October 19. For Freight or Passage apply to **C.M.S.N. Co.**

CHEFOO & DAIREN.—The China Navigation Co.'s Steamer **Kansu**, Captain H. Sutor, will leave on Thursday, October 21, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Chekiang**, Captain E. L. Jones, will leave on Thursday, October 21, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

NEWCHWANG.—The China Navigation Co.'s Steamer **Ichang**, Captain Ibister, will leave on Saturday, October 23, at 9 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

TIENTSIN Direct.—The Kailan Mining Administration, will despatch the s.s. **Kwangping**, on October 25. For Freight apply to Agent, 1 Jinkee Road, Tel. Central 1114.

ANTUNG.—The China Navigation Co.'s Steamer **Wuhu**, Capt. W. T. Roberts, will leave on Tuesday, October 26, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Oct. 18	—	San Francisco	West Hepburn	Am.	Dollar Co.
Oct. 19	—	New York	Eldena	Am.	Adl. Line
Oct. 21	—	Los Angeles	Vinita	Am.	L.A.P.N. Co.
Oct. 22	—	New York	Genoa Maru	Jap.	N. Y. K.
Oct. 23	—	Seattle	West Jena	Am.	S. & Dix
Oct. 23	—	San Francisco	E. Trador	Am.	S. & Dix
Oct. 23	—	Vancouver	†E. of Russia	Br.	C.P.O.S.
Oct. 25	—	Portland	Abercos	Am.	A. Line
Oct. 27	—	San Francisco	West Ira	Am.	Dollar Co.
Oct. 27	—	San Francisco	Archer	Am.	P.M.S.S. Co.
Oct. 28	—	Vancouver	Mattawa	Br.	C.P.O.S.
Oct. 30	—	Vancouver	Teucer	Br.	B. & S.
Oct. 30	—	San Francisco	West Harta	Am.	Dollar Co.
Oct. 30	—	Vancouver	†Monteagle	Br.	C.P.O.S.
Oct. 31	—	San Francisco	†Tenyo Maru	Jap.	T.K.K.
Nov. 2	—	Vancouver	Melville Dollar	Br.	Dollar Co.
Nov. 4	—	San Francisco	†Nanking	Am.	China Mail
Nov. 6	—	Vancouver	Harold Dollar	Br.	Dollar Co.
Nov. 6	—	San Francisco	†Venezuela	Am.	P.M.S.S. Co.
Nov. 7	—	Seattle	W. of Montant	Am.	Adl. Line
Nov. 9	—	San Francisco	†Nile	Am.	China Mail
Nov. 10	—	New York	West Sequana	Am.	P.M.S.S. Co.
Nov. 12	—	New York	C. of Joliet	Am.	A. Line
Nov. 12	—	Vancouver	†E. of Japan	Br.	C.P.O.S.
Nov. 12	—	Boston & New York	C. of Joliet	Am.	Adl. Line
Nov. 18	—	San Francisco	West Cadron	Am.	Dollar Co.
Nov. 20	—	Vancouver	E. of Asia	Br.	C.P.O.S.
Nov. 21	—	Portland	Coaxet	Am.	Adl. Line
Dec. 1	—	New York	Tydeus	Br.	B. & S.
Dec. 4	—	San Francisco	†Ecuador	Am.	P.M.S.S. Co.
Dec. 6	—	Los Angeles	West Hika	Am.	L.A.P.N. Co.
Dec. 7	—	San Francisco	†China	Am.	China Mail
Dec. 15	—	New York	Remeo	Br.	B. & S.
Dec. 18	—	Seattle, etc.	Fushimi Maru	Jap.	N.Y.K.

FOR JAPAN PORTS

Oct. 19	—	N'saki, K., Y'hama	Takeshima Maru	Jap.	N. Y. K.
Oct. 20	—	Mo'i Kobe Osaka	Mikawa Maru	Jap.	N. Y. K.
Oct. 21	—	Moji K., Y'hama	Novara	Br.	M. M. & Co.
Oct. 22	—	N'saki, K., Y'hama	Wakanoura M.	Jap.	N.Y.K.
Oct. 23	—	Moji, Kobe, Osaka	[illegible] Maru	Jap.	N.Y.K.
Oct. 25	—	Kobe	Takada	Br.	M. M. & Co.
Oct. 25	—	Kobe	Inaba M.	Jap.	N.Y.K.
Oct. 27	—	Moji Kobe, Osaka	Omi Maru	Jap.	N.Y.K.
Oct. 29	—	N'saki K., Y'hama	Kasuga Maru	Jap.	N.Y.K.
Oct. 30	—	Moji, Kobe, Osaka	Chikugo Maru	Jap.	N. Y. K.

FOR EUROPE INDIA, STRAITS, ETC.

Oct. 17	—	Antwerp, etc.	Teiresias	Br.	B. & S.
Oct. 18	noon	London, etc.	†Kashgar	Br.	M. M. & Co.
Oct. 20	—	London, etc.	Pelens	Br.	B. & S.
Oct. 21	—	Hamburg, etc.	Helenus	Br.	B. & S.
Oct. 22	—	Rotterdam, Ports	Tjimanoek	Dut.	H. C. T. Co.
Oct. 23	—	Hamburg, etc.	Nagato Maru	Jap.	N.Y.K.
Oct. 23	—	Liverpool, etc.	Wakasa M.	Jap.	N.Y.K.
Oct. 24	—	London, etc.	Pembrokeshire	Br.	G. L. E. A.
Oct. 25	—	London etc.	Suwa Maru	Jap.	N.Y.K.
Oct. 25	—	Denmark, etc.	Panama	Dan.	E. A. Co.
Oct. 25	—	Java ports	Tjiliwong	Dut.	H. C. T. Co.
Oct. 26	—	London, ports	W. Plant	Am.	Adl. Line
Oct. 28	—	Liverpool, etc.	Tycon	Br.	B. & S.
Oct. 30	—	Trieste, etc.	†Africa	Ital.	L. Triest
Oct. 30	—	London, ports	Gleniffer	Br.	G. L. E. A.
Nov. 4	—	Hamburg, etc.	Dakar Maru	Jap.	N.Y.K.
Nov. 7	10.00*	Marseilles, ports	†Porthos	Fr.	M. M. Cie
Nov. 7	—	London	Bloemfontine	Br.	J. M. & Co.
Nov. 8	—	London ports	†Novara	Br.	M. M. & Co.
Nov. 10	—	Marseilles, ports	West Sequana	Am.	P.M.S.S. Co.
Nov. 10	—	Bombay, ports	†Dilyara	Br.	M.M. & Co.
Nov. 10	—	Rotterdam etc.	E. Cloud	Am.	Adl. Line
Nov. 11	—	Liverpool, etc.	Antilochus	Br.	B. & S.
Nov. 11	—	Antwerp, etc.	Elpenor	Br.	B. & S.
Nov. 13	—	Liverpool, etc.	E. Admiral	Am.	Adl. Line
Nov. 15	—	Java ports	Tjikini	Dut.	H. C. T. Co.
Nov. 18	—	Antwerp, etc.	Atreus	Br.	B. & S.
Nov. 18	—	London	C. of Naples	Br.	[illegible]
Nov. 20	—	Amsterdam, ports	Kangean	Dut.	H. C. T. Co.
Nov. 22	—	London, ports	†Nellore	Br.	M. M. & Co.
Nov. 25	—	Liverpool, etc.	Telemachus	Br.	B. & S.
Dec. 2	—	Liverpool	Orestes	Br.	B. & S.
Dec. 5	—	Liverpool, ports	Kamakura Maru	Jap.	N.Y.K.
Dec. 6	—	London, ports	†Somali	Br.	M.M. & Co.
Dec. 9	—	Liverpool, G'gow	Memnon	Br.	B. & S.
Dec. 12	—	Hamburg, etc.	Theseus	Br.	B. & S.
Dec. 13	—	London, ports	†Devanha	Br.	M.M. & Co.
Dec. 16	—	Antwerp, etc.	Pyrrhus	Br.	B. & S.
Dec. 16	—	Genoa & Liverpool	Demodocus	Br.	B. & S.
Dec. 26	—	Liverpool	Hector	Br.	B. & S.
Dec. 30	—	Hamburg, etc.	Machaon	Br.	B. & S.

FOR SOUTHERN PORTS

Oct. 17	2.00	Foochow	Hsinchi	Chi.	C.M.S.N. Co.
Oct. 17	6.00	Foochow	Ningshin	Chi.	S.P.S.N. Co.
Oct. 17	—	A. H'kong, C'ton	Kwangtah	Chi.	C.M.S.N. Co.
Oct. 18	4.30	Ningpo	Hsin Ningshao	Chi.	N.S.S.N. Co.
Oct. 18	5.00	Ningpo	Hsin Peking	Br.	B. & S.
Oct. 18	1.00	Hongkong	Monteagle	Br.	C.P.O.S.
Oct. 19	3.30	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Oct. 19	D.L.	S. H'kong, C'ton	Choysang	Br.	J.M. & Co.
Oct. 19	D.L.	Hongkong, Canton	Sulyang	Br.	B. & S.
Oct. 21	—	Hongkong	Nanking	Am.	China Mail
Oct. 21	D.L.	Amoy	Chinkiang	Br.	B. & S.
Oct. 21	D.L.	Hongkong, Canton	Sinkiang	Br.	B. & S.
Oct. 28	—	Hongkong	Nile	Am.	China Mail
Oct. 31	—	Hongkong	E. of Japan	Br.	C.P.O.S.
Nov. 6	—	Manila, Hongkong	E. of Asia	Br.	C.P.O.S.
Nov. 11	—	Hongkong	Shinyo Maru	Jap.	T.K.K.
Nov. 13	—	Manila, Hongkong	Ecuador	Am.	P.M.S.S. Co.

FOR NORTHERN PORTS

Oct. 17	D.L.	Chefoo, N'chwang	Esang	Br.	J. M. & Co.
Oct. 17	1.30	Tsingtao & Dairen	Kobe Maru	Jap.	S. M. R. Co.
Oct. 19	D.L.	Chefoo, Tientsin	Yusang	Br.	J.M. & Co.
Oct. 19	D.L.	Tsingtao	Kwongsang	Br.	J. M. & Co.
Oct. 19	3.00	W'wei, C'foo, T'sin	Tungchow	Br.	B. & S.
Oct. 19	—	Chefoo & Tientsin	Hsinkong	Chi.	C.M.S.N. Co.
Oct. 19	—	Newchwang	Toonan	Chi.	C.M.S.N. Co.
Oct. 21	D.L.	Chefoo & Dairen	Kansu	Br.	B. & S.
Oct. 21	D.L.	Chefoo, Tientsin	Chekiang	Br.	B. & S.
Oct. 22	7.00*	Tsingtao & Dairen	Sakaki Maru	Jap.	S. M. R. Co.
Oct. 23	9.00*	Newchwang	Ichang	Br.	G. L. E. A.
Oct. 26	10.00*	Antung	Wuhu	Br.	B. & S.

FOR RIVER PORTS

Oct. 17	M.N.	Hankow, etc.	Kiangfoo	Chi.	C.M.S.N. Co.
Oct. 17	2.00	Wuhu	Hanyang	Br.	B. & S.
Oct. 18	M.N.	Hankow, etc.	Kiangshsin	Chi.	C.M.S.N. Co.
Oct. 18	M.N.	Hankow, etc.	Wosang	Br.	J. M. & Co.
Oct. 18	M.N.	Hankow, etc.	Shengking	Br.	B. & S.
Oct. 19	M.N.	Hankow, etc.	Loongwo	Br.	J.M. & Co.
Oct. 19	M.N.	Hankow, etc.	Tatung	Br.	B. & S.
Oct. 19	D.L.	Pukow	Shantung	Br.	B. & S.
Oct. 19	D.L.	Wuhu	Chihli	Br.	B. & S.
Oct. 20	M.N.	Hankow, etc.	Kiangyu	Chi.	C.M.S.N. Co.
Oct. 20	M.N.	Hankow, etc.	Chungking	Br.	B. & S.
Oct. 21	M.N.	Hankow, etc.	Kiangwah	Br.	B. & S.
Oct. 21	M.N.	Hankow, etc.	Luenho	Chi.	C.M.S.N. Co.
Oct. 21	M.N.	Hankow, etc.	Poyang	Br.	J.M. & Co.
Oct. 22	M.N.	Hankow, etc.	Suiwo	Br.	J.M. & Co.
Oct. 22	M.N.	Hankow, etc.	Luenyi	Br.	B. & S.
Oct. 23	M.N.	Hankow, etc.	Ningshao	Chi.	N.S.S.N. Co.
Oct. 23	M.N.	Hankow, etc.	Waishing	Br.	J.M. & Co.
Oct. 24	M.N.	Hankow, etc.	Wuchang	Br.	B. & S.
Oct. 24	M.N.	Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co.
Oct. 24	M.N.	Hankow, etc.	Kiangyu	Chi.	C.M.S.N. Co.
Oct. 24	M.N.	Hankow, etc.	Kutwo	Br.	J. M. & Co.

† CARRYING MAIL.
* A. M. M.N.—MIDNIGHT D.L.—DAYLIGHT

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FAST SCHEDULE SERVICES.

FOR CHINKIANG, NANKING, [illegible] KIUKIANG and HANKOW.
S.S. "SHENGKING" ..... sails October 18th, midnight.
S.S. "TATUNG" ..... sails October 19th, midnight.
S.S. "CHUNGKING" ..... sails October 20th, midnight.
Steamers connect at Hankow with the Company's sailings on the Middle Yangtsze and Hunan Lines.

FOR WEIHAIWEI, CHEFOO and TIENTSIN (and PEKING via TIENTSIN).
S.S. "TUNGCHOW" ..... sails October 19th 3 p.m.
S.S. "SHUNTIEN" ..... sails October 23rd, 10 a.m.

FOR CHEFOO AND TIENTSIN
S.S. "CHEKIANG" ..... sails October 21st, 10 a.m.

FOR HONGKONG and CANTON via SWATOW and AMOY.
S.S. "SUIYANG" ..... sails October 19th, direct
S.S. "SINKIANG" ..... (via Amoy) October 21st.
S.S. TEAN" ..... (via Swatow) October 23rd.
Steamers connect at Hongkong with services to the Philippines, Indo-China and Australian Ports, also to Bangkok and Singapore.

FOR TSINGTAO.
S.S. "YINGCHOW" ..... sails October 23rd.

FOR NINGPO.
S.S. "HSIN PEKING" ..... at 4.30 p.m. every Monday, Wednesday and Friday.

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To Vancouver	To Manila-Hongkong
Emp. of Russia Oct. 28	†Monteagle Oct. 18
Monteagle Oct. 30	†Emp. of Japan Oct. 31
Emp. of Japan Nov. 12	*Emp. of Asia Nov. 6
Emp. of Asia Nov. 20	*Emp. of Russia Dec. 4
	=Via Manila
	†To Hongkong Direct

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Shanghai.	Shanghai.
Telephone, Central 181	Telephone, Central 182

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Portland, Ore, via Hongkong and Manila
S.S. ABERCOS OCT. 25
S.S. COAXET NOV. 21

FOR DAIREN AND SEATTLE
S.S. WHEATLAND OF MONTANA NOV. 7
S.S. CITY OF SPOKANE NOV. 17

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S.S. Ecuador .... Dec. 4	S.S. Ecuador ... Nov. 13
	S.S. Colombia ... Dec. 11

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S.S. WEST NIGER .....about ..... Nov. 4
For Japan Ports and San Francisco
S.S. WEST NIGER .....about ..... Nov. 25

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S.S. DOYLESTOWN .....about ..... Oct.

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Regular monthly sailings for Manila, Hongkong, Saigon, Singapore, Calcutta, Colombo, Bombay, Port Said, Alexandria, Marseilles, Barcelona and Baltimore.
S.S. WEST SEQUANA ...about ..... Nov. 10

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"SHINYO MARU" ..... November 20, 1920
"KOREA MARU" ..... December 20, 1920

FOR HONGKONG
"SHINYO MARU" ..... November 11, 1920

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Adriatic, Levant, Black Sea and Danube Ports.
Next sailings:—
S.S. "AFRICA" about October 30
For particulars regarding freight and passages, apply to
LLOYD TRIESTINO S. N. CO.
Sassoon Building (28, Kiangse Road): Tel. C. 5095

CHINA MAIL S.S. CO., LTD.
PASSENGERS AND FREIGHT
Sailings From Shanghai
SUBJECT TO CHANGE

FOR SAN FRANCISCO
via Japan and Honolulu
S.S. "NANKING" (15,000 tons) ..... Nov. 4
S.S. "NILE" (14,000 tons) ..... Nov. 9
S.S. "CHINA" (10,200 tons) ..... Dec. 7

FOR HONGKONG DIRECT
S.S. "NANKING" ..... Oct. 21
S.S. "NILE" ..... Oct. 28
S.S. "CHINA" ..... Nov. 24

For further information regarding Passenger Fares, Sailings, Freight Rates, etc., apply to

F. R. BARRETT,
Agent.
Cable address "CHIMAIL" Phone "Central 4773"
Corner Szechuen and Kiukiang Roads.

GENERAL SHIPPING NEWS

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

Sailings From Shanghai (Subject to Alteration)

EUROPEAN LINE MAIL SERVICE.

Marseilles, London and Antwerp via Hongkong, Singapore, Penang, Colombo, Suez and Port Said:—

SADO MARU	12,500	Capt. U. Tanaka,	Oct. 25
KITANO MARU	16,000	Capt. F. E. Cope,	Nov. 8

EUROPEAN LINE CARGO SERVICE

For Marseilles and Liverpool via ports:—

WAKASA MARU	12,500	Capt. B. Tsuda,	Oct. 23
KAMAKURA MARU	12,500	Capt. S. Enya,	Dec. 5

For London, Rotterdam, and Hamburg via Ports:

NAGATO MARU	12,000	Capt. K. Kurihara,	Oct. 23
DAKAR MARU	10,000	Capt. M. Kobashi,	Nov. 4

FOR VICTORIA AND SEATTLE (Via Nagasaki, Kobe and Yokohama).

FUSHIMI MARU	21,000	Capt. M. Machida,	Dec. 18
KATORI MARU	19,000	Capt. K. Yoshikawa,	Jan. 5

FOR VICTORIA AND SEATTLE (Sailing from Kobe).

KASHIMA MARU	19,000	Capt. K. Itsuno,	Nov. 6

FOR NEW YORK VIA PANAMA (Via Japan Ports and San Francisco).

GENOA MARU	10,000	Capt. Y. Yui,	Oct. 26

FOR SOUTH AMERICA

For Buenos Ayres, Santos, Rio de Janeiro via Durban and Cape Town:—

FOR YOKOHAMA VIA NAGASAKI, MOJI AND KOBE.

TAKESHIMA M.	4,500	Capt. S. Kimura,	Oct. 19
WAKANOURA MARU	5,000	Capt. J. Fujisawa,	Oct. 23
KASUGA MARU	7,000	Capt. R. Saimizu,	Oct. 30

FOR KOBE AND OSAKA VIA MOJI (Osaka may be omitted).

MIKAWA MARU	5,500	Capt. J. Tsuji,	Oct. 20
YAWATA MARU	7,000	Capt. S. Shinohara,	Oct. 23
OMI MARU	7,000	Capt. S. Kishimoto,	Oct. 27
[illegible] MARU	5,000	Capt. K. Hayashi,	Oct. 30

FOR KOBE DIRECT.

INABA MARU	12,500	Capt. K. Seno,	Oct. 25

FOR HONGKONG.

KATORI MARU	19,000	Capt. K. Yoshikawa,	Dec. 17

FOR MANILA AND HONGKONG.

KASHIMA MARU	19,000	Capt. K. Itsuno,	Jan. 8, 1921

FOR AUSTRALIA (Sailing from Hongkong).

For Manila, Zamboanga, Thursday Isl., Townsville, Brishbane, Sydney, Melbourne:—

NIKKO MARU	10,000	Capt. J. Kurano,	Oct. 20
AKI MARU	12,500	Capt. G. Shinomiya,	Nov. 17
[illegible] MARU	14,000	Capt. B. Saito,	Dec. 22

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to

I. MATSUDAIRA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

FRANK WATERHOUSE & CO.

PUGET SOUND TRANS-PACIFIC SERVICE

SEATTLE-MANILA via SHANGHAI & HONGKONG

Operated for account of UNITED STATES SHIPPING BOARD

For rates and full particulars apply to

AMERICAN TRADING COMPANY

AGENTS

53 SZECHUEN ROAD Telephone Central 944

BARBER STEAMSHIP LINES, INC.

FOR LONDON, ANTWERP & LIVERPOOL

S.S. "Eastern Admiral" Nov. 13

FOR LONDON-ANTWERP-ROTTERDAM

S.S. "Eastern Planet" Oct. 26 S.S. "Eastern Cloud" Nov. 10

FOR BOSTON AND NEW YORK

S.S. "Eldena" Oct. 19 S.S. "City of Joliet" Nov. 12

For rates and particulars apply to

THE BARBER S. S. LINES, INC.

THE ADMIRAL LINE, Agents.

53 Szechuen Road. Telephone C. 1471

STRUTHERS & DIXON

INCORPORATED

Pacific representatives and operators

Green Star Line

TRANS-PACIFIC SERVICE

Due INWARD Steamer	Date	Sailing OUTWARD Steamer	Date
———	———	S.S. West Jena†	Oct. 23
		S.S. Eastern Trader*	Oct. 23

*San Francisco †Seattle

ATLANTIC SERVICE

Due INWARD Steamer	Date	Sailing OUTWARD Steamer	Date
———	———	S.S. Woonsocket*	Oct. 17

*Via Suez Canal †Via Panama Canal

EXECUTIVE OFFICE FOR THE FAR EAST Shanghai, China.

SHANGHAI OFFICE 7 Jinkee Road Tel. Cent. 2557

C. E. HOLMES, Asst. General Manager. W. B. Lunt, Agent.

Telegrams "DIXTRUTH"

Launch Services

TODAY

The tender conveying passengers and mails on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 12.30 p.m.

TOMORROW

The tender Gutzlaff conveying passengers and mails on board the P. and O. s.s. Kashgar will leave the Customs Jetty at 12 noon.

Tuesday, October 19, 1920

The tender conveying passengers and mails on board the L. V. Lang s.s. Shinyue will leave the Customs Jetty at 3 p.m.

Thursday, October 21, 1920

The tender conveying passengers and mails on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 9 p.m.

Sunday, November 7, 1920

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. Porthos will leave the M. M. Jetty (French Bund) at 8 a.m.

P. & O., British India, Apcar, E. & A. S. S. Lines

(Companies Incorporated in England)

FOR MARSEILLES, LONDON AND ANTWERP via HONGKONG, STRAITS, CEYLON, EGYPT

S.S. "KASHGAR"	October 18th
S.S. "NOVARA"	November 8th
S.S. "NELLORE"	November 22nd
S.S. "SOMALI"	December 6th
S.S. "DEVANHA"	December 13th
S.S. "SICILIA"	December 27th

FOR BOMBAY via STRAITS AND COLOMBO

S.S. "DILWARA" November 10th

These vessels convey a limited number of 1st Saloon passengers for EUROPE, transhipping to one of the Indian Mail Steamers at Bombay.

FOR CALCUTTA DIRECT FROM HONGKONG

S.S. "GREGORY APCAR" November 9th

FOR SYDNEY from HONGKONG

S.S. "EASTERN"	October 30th
S.S. "KANOWNA"	December 3rd

P. & O. and B.I.S.N. Co.'s tickets interchangeable.

Steamers and sailing dates are liable to be altered or cancelled without notice.

For particulars regarding Freight or Passage, apply to

MACKINNON, MACKENZIE & CO.

AGENTS

24 The Bund, Shanghai

Telephones: General: Central 166
Passage: Central 2510
Freight: Central 2069

CHINA PACIFIC CO.

Agents for

Columbia Pacific Shipping Co.

and

Sudden and Christenson

Sailing from Shanghai about

S.S. "West Nomentum"	Oct. 21
S.S. "West Keats"	Nov. 17
S.S. "West Nivaria"	Dec. 9
S.S. "Bearport"	Dec. 17
S.S. "West Nomentum"	Jan. 21
S.S. "Sinasta"	Feb. 3

Cargo Service between

PORTLAND, OREGON

and

SHANGHAI, TSINGTAO, TIENTSIN and DAIREN

Through bills of lading to the principal cities of the United States and Canada.

For information as to freight rates, etc., apply to:—

C. L. Seitz, General Agent

Telephone C. 463

6 Kiukiang Road, Shanghai, 4th Floor.

O. S. K.

OSAKA SHOSEN KAISHA

(Osaka Mercantile Steamship Co.)

Under Mail Contract with Imperial Japanese Government

Sailings From Shanghai (Suoject to Alteration)

EUROPEAN LINE, For Marseilles, London, Antwerp, Rotterdam and Hamburg via Hongkong, Singapore and Colombo.

	Tons	Capt.	Arrive	Leave
*HAVANA MARU	15,000	S. Imai,	Nov. 21	Nov. 23

NEW YORK LINE, For San Francisco, Panama and Cuba via Japan Ports.

*HAGUE MARU	15,000	K. Kitano,	Nov. 23	Nov. 25

PUGET SOUND LINE, For Tacoma, Victoria, Seattle and Vancouver via Nagasaki, Kobe and Yokohama.

*HAWAII MARU	18,000	T. Suruga,	Nov. 13	Nov. 15

FOR HONGKONG.

AFRICA MARU	13,000	H. Tamamoto,	Nov. 11	Nov. 12

FOR NORTH CHINA PORTS, For Dairen via Tientsin.

KOHOKU MARU	5,000	T. Akazawa,	Oct. 19	Oct. 21

FOR FORMOSA, For Takao via Keelung.

KEELUNG MARU	3,000	N. Kamaizawa,	Oct. 18	Oct. 19

Those steamers marked* have no passenger accommodation.

The Company also runs numerous steamers from Japan to Principal Ports of the world.

Through freight booked from Shanghai for Transhipment at Kobe.

OSAKA SHOSEN KAISHA

Union Building, 4 The Bund, Tel. Nos. Central 4233, 4234 and 4235. O.S.K., Yangtszepoo Wharf, Tel Nos Central 2215 East 208 and 212. Tel. Address: SHOSEN, Shanghai.

Shipping Items

The P. and O. s.s. Nellore, from London on September 10, was expected to sail from Singapore for Hongkong and Shanghai yesterday.

The P. and O. s.s. Novara, from London on August 27, was expected to leave Hongkong for Shanghai yesterday afternoon.

The I.C. s.s. Loongwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Tatung left Hankow for Shanghai on Thursday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.

The C.N. s.s. Tungchow left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The C.M. s.s. Kiangyung left Hankow for Shanghai on Friday.

The C.N. s.s. Chungking left Hankow for Shanghai on Friday.

The Blue Funnel s.s. Neleus, from Liverpool, left Singapore for Hongkong and Shanghai on Monday.

The Adl. Line s.s. Wawalona arrived at Portland from Vladivostok on October 6.

The Adl. Line s.s. Montague arrived at Portland from Yokohama on Friday, October 9.

The C.M. s.s. Kiangwah left Hankow for Shanghai yesterday.

The C.M. s.s. Heinming left Tientsin for Chefoo and Shanghai on Friday.

The I-C. s.s. Choysang is expected to arrive in Shanghai from Tsingtao today.

The I-C. s.s. Kingsing is expected to arrive in Shanghai from Tientsin, Chefoo and Weihaiwei tomorrow.

The P. and O. s.s. Dilwara is expected to leave Bombay for Colombia, Singapore, Hongkong and Shanghai tomorrow.

The P. and O. s.s. Kashgar arrived in Shanghai from Japan ports Thursday afternoon and will sail for London and way ports tomorrow. The tender Gutzlaff with passengers and mails will leave the Customs jetty tomorrow at noon.

The S.P. s.s. Shinfoo left Chefoo for Hongkong on Thursday afternoon.

The I-C. s.s. Luenho will leave Hankow for Shanghai today.

The C.N. s.s. Poyang will leave Hankow for Shanghai today.

The C.N. s.s. Yingchow will leave Hongkong for Shanghai today.

The C.N. s.s. Shuntien will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The Blue Funnel s.s. Laertes, from Liverpool, left Singapore for Shanghai on Tuesday, the 12th.

The P. and O. s.s. Somali, from London on September 24, is expected to leave Colombo for Singapore, Hongkong and Shanghai next Wednesday.

The C.P.O.S. s.s. Monteagle arrived in Shanghai from Vancouver and Japan ports on Friday afternoon and is docked at the Hongkew Wharf. The Monteagle sails for Hongkong direct at 1 o'clock tomorrow afternoon.

The M.M. s.s. Cordilliere, with the French mails of September 22, left Colombo on Monday, the 11th and is expected to arrive in Shanghai on Wednesday, October 27.

The M.M. s.s. Porthos will sail for Marseilles and way ports on Sunday, November 7, at 10 a.m. The tender Whangpoo with passengers and mails will leave the French Mail jetty at 8 o'clock the same morning.

The P.M. s.s. Ecuador was expected to leave San Francisco yesterday and is due in Shanghai by way of Honolulu and Japan ports on November 12.

The Holland East Asiatic Line s.s. Kangean, from Hamburg and Amsterdan, is due to arrive in Shanghai on Wednesday, the 20th.

The Holland East Asiatic Line s.s. Tjimanoek will be despatched for Rotterdam and ports on October 22.

The Holland East Asiatic Line s.s. Alchiba, from Hamburg and Rotterdam, left Suez on October 9 and is due in Shanghai about November 17.

The Adl. Line s.s. West Hassayampa left Colombo for Port Said on October 10.

The Adl. Line s.s. Cape May left Kobe for Comox on October 14.

The Adl. Line s.s. Eastern Admiral left Miike for Pukow on Thursday.

The Adl. Line s.s. Iconium left Manila for Yokohama on Friday.

The I.C. s.s. Suiwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Luenyi will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Tungwah will leave Tientsin for Chefoo and Shanghai today.

The C.M. s.s. Taishun left Amoy for Swatow yesterday.

The C.M. s.s. Feicheng will leave Foochow for Shanghai on Tuesday.

The C.M. s.s. Hwahta will leave Hankow for Shanghai on Tuesday.

The N.S. s.s. Ningshao will leave Hankow for Shanghai on Tuesday.

The I-C. s.s. Waishing will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Wuchang will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Szechuen will leave Hongkong for Shanghai on Tuesday.

The C.N. s.s. Tean will leave Tsingtao for Shanghai on Tuesday.

The N.Y.K. s.s. Mikawa Maru left Moji for Shanghai on Friday and is expected to arrive at the N.Y.K. Wharf today.

The N.Y.K. s.s. Wakanoura Maru will leave Nagasaki for Shanghai today and is expected to arrive at the Wayside Wharf on Tuesday.

The N.Y.K. s.s. Yawata Maru will leave Moji for Shanghai tomorrow and is expected to arrive at the N.Y.K. Wharf on Wednesday.

The K.M.A. s.s. Taisho Maru (chartered) left Chinwangtao for Swatow on Thursday.

The K.M.A. s.s. Miyo Maru (chartered) left Chinwangtao for Shanghai on Thurday.

The K. M. A. s.s. Yei Maru (chartered) left Chinwangtao for Shanghai on Friday.

Siccawei Weather Reports

15.—Vast anticyclone on the Continent, between Thibet and Manchuria. Low pressures between Nippon and the Bonin. The typhoon, off eastern Luzon, recurves gradually in the direction of the Loochoos. Monsoon very general and fairly strong all along our coasts. Cyclonic whirl, between Luzon and the Loochoos. Fine and cool day in China, overcast at Formosa.

16.—Weather very fine, bright and cool like yesterday. The pressure has recovered up to the normal level. Moderate Northerly breezes.

DOLLAR LINE

REGULAR TRANS-PACIFIC AND NEW YORK FREIGHT SERVICE

MANILA—HONGKONG—SINGAPORE—SHANGHAI TO AMERICA

SAILINGS FOR SAN FRANCISCO

S.S. "West Hepburn,"	U.S.S.B.	Oct. 17th
S.S. "West Ira"	"	Oct. 29th
S.S. "West Cadron"	"	Nov. 12th

SAILINGS FOR VANCOUVER

S.S. "Melville Dollar"		Oct. 27th
S.S. "Harold Dollar"		Nov. 6th

SAILINGS FOR NEW YORK

S.S. "Melville Dollar"		Oct. 27th
S.S. "Harold Dollar"		Nov. 6th

Through Railway Bills of Lading issued to the Principal Cities of the United States and Canada.

For further information as to Freight Rates, etc. apply to

THE ROBERT DOLLAR COMPANY

Union Building, Canton Road

TELEPHONE: CENTRAL 2803

VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ships Name	Flag	Agents
Dec.	6	— Chinwangtao	Indigirka	Rus.	R.V.F.
Mar.	19	— Japan	Kiyo Maru	Jap.	Kaiyosha
Mar.	23	— ———	Chilean	Chi.	W. & Co.
May	20	— Japan	Tosa Maru 10	Jap.	
July	4	— Chinwangtao	Haedan		
July	19	—	Friesland	Dut.	
Aug.	8	—	Admiralsins	Am.	A. Line
Sep.	9	— Cruise	Likin	Chi.	Customs
Sep.	14	— River ports	Aquarius	Am.	S. & Dix.
Sep.	18	—	Fuhsan Maru	Jap.	M.B.K.
Sep.	19	—	Ryusho Maru	Jap.	M.B.K.
Sep.	24	—	Shinsei Maru	Jap.	K. M. A.
Sep.	25	—	Rokko Maru	Jap.	[illegible]
Sep.	26	— Cruise	St. Broeck	Br.	
Sep.	26	— Hankow, etc.	Kiangtung	Chi.	C.M.S.N. Co.
Sep.	27	—	Hainshong	Chi.	
Sep.	27	—	Turbo	Br.	A. P. Co.
Oct.	2	—	S. van Koetei	Dut.	A.P. Co.
Oct.	7	— Nanking	Meinam	Fr.	M. M. Cie
Oct.	5	— Chinwangtao	Childar	Nor.	O.Thoresen
Oct.	6	— Cruise	Liuhsing	Chi.	Customs
Oct.	6	—	Crown City	Am.	
Oct.	8	— Hankow, etc.	Tungwo	Br.	J. M. & Co.
Oct.	9	— Singapore	Unda	Br.	A.P. Co
Oct.	9	— Chefoo	Shinping	Chi.	S.P.S.N. Co.
Oct.	11	— Singapore	Telamon	Br.	B. & S.
Oct.	11	— San Francisco	Doylestown	Am.	P.M.S.S. Co
Oct.	12	— Liverpool	Jason		[illegible]
Oct.	12	— Vladivostock	Dobrovolec	Z-S.	Master
Oct.	12	—	Esmo	Br.	J.M. & Co.
Oct.	13	— Dalny	Teiresias	Br.	B.A.S.
Oct.	13	— Dalny	Taishu Maru	Jap.	
Oct.	13	— Seattle	Elkridge	Am.	A. Line
Oct.	13	— Hongkong	Hangsang	Br.	J. M. & Co.
Oct.	13	— New York	Eldena	Am.	A. Line.
Oct.	13	— Japan	Daishin Maru	Jap.	M.B.K.
Oct.	13	— Hankow	Pearl Shell	Am.	Socony.
Oct.	13	—	Kwangchi	Chi.	C.M.S.N. Co.
Oct.	14	— Foochow	Chinhsing	Chi.	Kut Kee
Oct.	14	— Cruise	Pacific	Dan.	G.N.T. Co.
Oct.	14	— Foochow	Meinchi	Chi.	C.M.S.N. Co.
Oct.	14	—	Francol		
Oct.	14	— Hongkong	Kwangtah	Chi.	C.M.S.N. Co.
Oct.	14	— Japan	Kashgar	Br.	M.M. & Co.
Oct.	15	— Dalny	Argun Maru	Jap.	
Oct.	15	— Portland	Abercos	Am.	Adl. Line
Oct.	15	— Hankow, etc.	Woosung	Br.	B. & S.
Oct.	15	— Hankow, etc.	Kiangfoo	Chi.	C.M.S.N. Co.
Oct.	15	— Hankow, etc.	Tsesngtah	Br.	C.I.&E.L. Co.
Oct.	15	— Hankow, etc.	Tachang Maru	Jap.	N. K. K.
Oct.	15	— Hankow	Warsinger	Am.	Adl. Line
Oct.	15	— Ningpo	Meinan	Am.	Socony.
Oct.	15	— Hongkong	Arizona Maru	Jap.	O. S. K.
Oct.	15	— Fusiyo	Store Nordiske	Dan.	G.N.T. Co.
Oct.	15	— New York	Woonsocket	Am.	S. & Dix
Oct.	15	— Tientsin ports	Chekiang	Br.	B. & S.
Oct.	15	— Vancouver ports	Monteagle	Br.	C.P.O.S.
Oct.	15	— Nanchwang, port	Toonan	Chi.	C.M.S.N. Co
Oct.	16	— Dairen	Kobe Maru	Jap.	S.M.R. Co.
Oct.	16	— Pukow	Suiyang	Br.	B. & S.
Oct.	16	— Chinwangtao	Shinon	Chi.	K.M.A.
Oct.	16	— Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
Oct.	16	— Hankow, etc.	Wosang	Br.	J.M. & Co.
Oct.	16	— Hankow, etc.	Shengking	Br.	B. & S.
Oct.	16	— Hankow, etc.	Suiyang Maru	Jap.	N.K.K.
Oct.	16	— Foochow	Hwahkuei	Chi.	S.P.S.N. Co.
Oct.	16	—	Passat	Chi.	N.S.S.N. Co.
Oct.	16	— Foochow	Ningshin	Chi.	S.P.S.N. Co.
Oct.	16	— Japan	Takeshima Maru	Jap.	N.Y.K.
Oct.	16	— Tientsin	Heinkong	Chi.	C.M.S.N. Co.
Oct.	16	— Japan	Fushiki Maru	Jap.	M.B.K.
Oct.	16	— Tientsin	Yusang	Br.	J. M. & Co.
Oct.	16	—	Hachiro Maru	Jap.	Ch. R. Shaw

Departures

Date		From	Ships Name	Flag	Agents
Oct.	15	— New York	Celtic Prince	Br.	S. Tomes & Co.
Oct.	15	— Antung	Ningpo	Br.	B. & S.
Oct.	15	— London	Matoppo	Br.	J. M. & Co.
Oct.	16	— Hankow, etc.	Tehhsing	Chi.	S.P.S.N. Co.
Oct.	16	— Hankow, etc.	[illegible]	Br.	J.M. & Co.
Oct.	16	— Hankow, etc.	Ngankin	Br.	B. & S.
Oct.	16	— Hankow, etc.	Nanyang Maru	Jap.	N. K. K.
Oct.	16	— Japan	Chikugo Maru	Jap.	N.Y.K.
Oct.	16	— Dairen	Wanli	Chi	N.S.S.N. Co.
Oct.	16	— S. H'kong, C'ton	Chenan	Br.	B. & S.
Oct.	16	— Wuhu	Hangsang	Br.	J. M. & Co.
Oct.	16	— Cruise	Uji	Jap.	
Oct.	16	— Wenchow	Hsean	Chi.	C.M.S.N. Co.
Oct.	16	— Tsingtao	Mayasan M.	Jap.	S. Shozai
Oct.	16	— Native Customs	Kwangchi	Chi.	C.M.S.N. Co.
Oct.	16	— Manila, Hongkong	Venezuela	Am.	P.M.S.S. Co.
Oct.	16	— Tsingtao	Tean	Br.	B. & S.
Oct.	16	— Tientsin, ports	Fengtien	Br.	B. & S.
Oct.	16	— Native Customs	Sancho Maru	Jap.	M.B.K.
Oct.	16	— Japan	Kamakura Maru	Jap.	N. Y. K.
Oct.	16	— Chefoo, Tientsin	Yushun	Chi.	C.M.S.N. Co.
Oct.	16	— Tsingtao	Hakushin Maru	Jap.	S.M.R. Co.
Oct.	16	— Chinwangtao	Taito Maru	Jap.	K. M. A.
Oct.	16	— Chinwangtao	Taiyo Maru	Jap.	K. M. A.
Oct.	16	— Chinwangtao	Uraga Maru	Jap.	K. M. A.
Oct.	16	— Chinwangtao	Haru Maru	Jap.	K.M.A.
Oct.	16	— Ningpo	Kiangteen	Chi.	C.M.S.N. Co.

Arrivals

Date		From	Ships Name	Flag	Agents
Oct.	16	— Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Oct.	16	— Dairen	Kobe Maru	Jap.	S.M.R. Co.
Oct.	16	— Pukow	Suiyang	Br.	B. & S.
Oct.	16	— Chinwangtao	Shinon	Chi.	K.M.A.
Oct.	16	— Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
Oct.	16	— Hankow, etc.	Wosang	Br.	J.M. & Co.
Oct.	16	— Hankow, etc.	Shengking	Br.	B. & S.
Oct.	16	— Hankow, etc.	Suiyang Maru	Jap.	N.K.K.
Oct.	16	— Foochow	Hwahkuei	Chi.	S.P.S.N. Co.
Oct.	16	—	Passat	Chi.	N.S.S.N. Co.
Oct.	16	— Foochow	Ningshin	Chi.	S.P.S.N. Co.
Oct.	16	— Japan	Takeshima Maru	Jap.	N.Y.K.
Oct.	16	— Tientsin	Heinkong	Chi.	C.M.S.N. Co.
Oct.	16	— Japan	Fushiki Maru	Jap.	M.B.K.
Oct.	16	— Tientsin	Yusang	Br.	J. M. & Co.
Oct.	16	—	Hachiro Maru	Jap.	Ch. R. Shaw

MEN OF WAR IN PORT

Section	Date	Name	Flag and Rating
Y.P.D.W.	June 25	Cockchafer	Br. gun-boat
U.S.N.B.	Oct. 12	Huron	Am. cruiser
S'chow Creek	Oct. 29	M.A.S. 226	Ital. sub-chaser
S'chow Creek	Oct. 29	M.A.S. 227	Ital. sub-chaser
I.C.	Oct. 11	New Orleans	Am. cruiser
O.D.	Oct. 13	Palos	Am. gun-boat
I.C.	Oct. 10	Saga	Jap. gun-boat
P. & O. B. I.	Oct. 15	Scarab	Br. gun-boat
S.P.	Oct. 12	Villalobos	Jap. gun-boat
B.N.B.	Sep. 10	Woodcock	Am. gunboat

Information For Mariners

SUNDAY, OCTOBER 17, 1920

High Water at Woosung Bar

(The evening tides are higher than the morning tides, they are about equal at 10 and 11 o'clock.

Approximate rise, at springs 4 1/4 h; at neaps, 5 h.

fall, at springs 8 1/4 h; at neaps, 7½ h.

A.M. Time	A.M. Range	P.M. Time	P.M. Range
2h. 57m.	6ft. 7in.	3h. 16m.	8ft. 0in.

High Water at Tungsha Lightship

(The evening tides are higher than the morning tides).

Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M. H.	A.M. M.	P.M. H.	P.M. M.
1	59	2	17

Time of Moonrise, Moonset, Sunrise, Sunset

Moon Rises	Moon Sets	Sun Rises	Sun Sets	Daylight	Dark
10 32 a.m.	9 16 p.m.	6h. 4m.	5h. 27m.	5h. 19m.	6h. 12m.

Mean Barometric Pressure at Shanghai

For October 30.08in.

764.1 mm.

Business and Official Notices

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

ESTABLISHED 1874 — TELEPHONE CENTRAL 158

L. MOORE & Co. LIMITED

AUCTIONEERS : VALUERS : LAND BROKERS
45 KIANGSE ROAD SHANGHAI

AUCTION INDEX

Monday and Tuesday, October 18th and 19th.—Excellent Household Furniture and accessories at 170a Bubbling Well Road.

Tuesday and Wednesday, October 19th and 20th.—Good new furniture, also a large consignment of new carpets, Velvet pile, Heavy Axminster, Brussels, Plain velvet pile, Tapestry and Persian, all sizes and designs in Salesroom at 3 p.m. continuing next day at 10 a.m. and 3 p.m.

Saturday, October 23rd.—Excellent Household Furniture and Sundries in Salesroom at 10 a.m.

Saturday, October 23rd.—A Sportman's Auction will be held in our Salesroom at 11 a.m.

Saturday, October 23rd.—An exceedingly valuable collection of Postage Stamps in our upper Salesroom at 2.30 p.m. Our expert states that this will be the most important sale of stamps ever held in Shanghai, and should not be missed by advanced collectors. Now on view, and catalogues ready.

Saturday, October 30th.—Continuation of the valuable collection of Postage Stamps of the 23rd, in Salesroom at 2.30 p.m.

SHANGHAI AUCTIONEERS CO.

WILL SELL AT SALESROOM

on

Monday, 18th October, 1920, Commencing at 10 a.m.

Useful Household Furniture and Sundries

Comprising

Teakwood Bedroom Suite with Bevelled Edge Mirror, White Painted, Brass-Mounted Bedsteads with Mattress, Tapestry Covered Double Spring Couch, Hanging Cupboard, Round Bevelled Edge Mirror in Heavy Brass Frame, Richshaw Lamps, E. P. Samovar, Foochow Lacquered Trays, Axminster Carpets, Shaving Glass, Calculating Machines, Raincoats, Overcoats, Men's Clothing, Face Creams, Dental Creams, Powders, Soaps, Useful Books, Glassware, Vases, Kerosene Lamps, Rugs, Chessboards, Brass Ornaments, Typewriters, Chairs, etc., etc., etc.

Two Enamelled Iron Baths
One Iron Conbination Safe by Waltz & Co.
One Leather Travelling Trunk
One Sewing Machine
Three Cotton Gin Machines By "Eagle"

NOW ON VIEW

Fire Loss Adjusters for Insurance.

Valuers for probate

Inventories of Furniture taken at shortest notice and at reasonable rates.

ALSO:—

Land and Estate Agents.

"MEADOW" BRAND
FRESH BUTTER
in one pound pats
may be obtained from all
leading Storekeepers

TINNED BUTTER
HAZEL WOOD
BRAND
Finest American Butter in one and two pounds full weight tins
Per case of 24 2 lb. tins. $49.00
Per case of 48 1 lb. tins. 51.00

Geddes & Co.,
Limited.
IMPORTERS
5 Peking Road Tel. 346

PUBLIC AUCTION

HOPKINS, DUNN & CO., LTD.
Favoured with instructions from
THE CONCERNED
Will sell by Public Auction
at
HOLT'S WHARF, POOTUNG,
on
Monday, the 18th October, 1920
at 3 p.m.
464 Drums Caustic Soda
and
at the
SHANGHAI & HONGKEW WHARF CO.'S GODOWNS, POOTUNG,
on
Tuesday, the 19th October, 1920
at 3 p.m.
452 Drums Caustic Soda
(All in lots to suit Purchasers).

The Steam Launch will leave the Customs' Jetty on both days at 2.30 p.m. for the convenience of Buyers.

HOPKINS, DUNN & CO., LTD.
Auctioneers.
Shanghai, 4th Oct., 1920.
32607

Business and Official Notices are Continued on Page 23

DID YOU KNOW THAT WE HAVE IN STOCK
Gd. BOURGOGNE MOUSSEUX SPARKLING MACON?
It is shipped by
Messrs. Collin and Bourisset
and is excellent.

Also
Messrs. Heidsieck and Co.'s
(Reims)
MONOPOLE CHAMPAGNE
(Red Top)

There is no reason why you should not have the finest wines, spirits, and liqueurs.

We have the best in stock always.

GARNER, QUELCH & CO.
Tel. C. 2021 73, Szechuen Rd.

Special Notice To Mariners
No. 579

China

Canton District—Canton River
Boca Tigris

Night Navigation—Caution

Notice is hereby given that the following information and caution have been received from the Customs Authorities at Canton with regard to night navigation of Boca Tigris, Canton River:—

The Commander of the Forts at Boca Tigris has requested this Office to notify merchant shipping that, with the exception of Hongkong River Steamers, all merchant vessels should refrain from passing through the Boca Tigris between the hours of 6:00 p.m. and 5:30 a.m.; and that he will not be responsible for any accident that may happen to a vessel failing to comply.

In view of the above, and pending a cessation of hostilities, Shipping Companies are recommended to arrange sailings so that their vessels do not pass through the Boca Tigris during the prescribed period.

T. J. ELDRIDGE.
Coast Inspector.

Coast Inspector's Office,
Shanghai, 16th October 1920.
32900

Union Church

A reception will be given to the new pastor of Union Church, The Reverend Alfred Norman Rowland, M.A., in the Union Church Hall on Wednesday evening, October 20, commencing at 8.45 all members of the congregation and friends are cordially invited.

32886

TO LET

From November First
A Suite of
TWO OFFICE ROOMS
Near The Bund

Apply to
THE BEN BUILDING OFFICE,
No. 25 Avenue Edouard VII.
32904

CUSTOMS NOTIFICATON
No. 959

NOTICE is hereby given that, acting under instructions from the Inspector General of Customs, I have today assumed charge of the Shanghai Customs.

E. GORDON LOWDER,
Commissioner of Customs.

CUSTOM HOUSE,
Shanghai, 15th October, 1920.
32907

ORIENTAL TRANSLATION BUREAU
36 Nanking Road
Chinese, Japanese and principal European languages.
32772

FOR AMERICAN, BRITISH AND CHINESE
METALS, HARDWARE & SUNDRIES
PHONE OR WRITE TO
W. Z. ZEE & SONS
(ZUNG LEE & SONS, ESTABLISHED 1895)
SHANGHAI

Without fear of disturbance

You can dictate all your letters after office hours when everything is quiet and without fear of disturbance if you use an

EDIPHONE

Exclusive Sales Agents:

THE OFFICE APPLIANCE CO.
22 Nanking Road, Shanghai

***Stewart* V-RAY SEARCHLIGHT**

A Real Searchlight for Every Car

It is designed with scientific accuracy to project an intense, piercing "searchlight" beam.

Distributors and Service Station for China of Stewart Products

The Shanghai Horse Bazaar & Motor Co., Ltd.

Shanghai Rowing Club

Autumn Regatta at Henli

October 23rd and 24th, 1920

PROGRAMME

Griffin Tub Sculls
Sculling Championship
Hong Fours
S. V. C. Fours
Club Fours
Griffin Fours
Junior Fours
Griffin Pairs
International Trial Fours
Club Eight
Style Competition for Griffin Fours
Sailing Race
Sampan Race
Motor-boat Race

All Berthing and Seating Reservations in the "UP" trains are in the hands of Messrs. Thos. Cook and Son, 15, The Bund, where tickets can be obtained and reservations will be made in strict order of sale up and to 4 p.m., Friday, October 22nd.

Competitors tickets obtainable only through S.R.C. Shroff.

HOUSE-BOAT MOORINGS: Members and visitors requiring house-boat berths are requested to make early application to the undersigned. Station will be allotted in the order in which applications will be received. Please state which you prefer, Shanghai Side or Quinsan Side.

By Order of the Committee
J. J. EVANS,
Hon. Sec.
32767

CUSTOMS NOTIFICATION
No. 958

NOTICE is hereby given that, acting under instructions from the Inspector General of Customs, I have today handed over charge of the Shanghai Customs to Mr. E. G. Lowder, Commissioner of Customs.

L. A. LYALL,
Commissioner of Customs.

CUSTOM HOUSE,
Shanghai, 15th October, 1920.
32878

OFFICES, ETC., TO LET

TO LET, an office in the Nanking Road, near Whiteaway and Laidlaw, suitable for lawyer or doctor. Apply to Box 1004, THE CHINA PRESS.
32898 O. 19

FOR immediate occupation, one or two large office rooms to rent. Apply to 46 Nanking Road.
32850 O. 17

GODOWNS to let in central district and Yangtszepoo. Apply to L. V. Lang, No. 8 French Bund.
32852 O. 21

OFFICES to let; suites of from two to four very large light rooms, steam heat, very modern, near Bund. Apply J. T. Hammond, No. 51 Szechuen Road.
32503

Amusement Advertising will be found on Page 25

SITUATIONS WANTED

YOUNG MAN, American, at present employed in import and export, wishes make change to position of wider scope and possibility. Three years in Orient. Thoroughly familiar with office work, selling, etc. Capable managing office. References. Reply to Box 1008, THE CHINA PRESS.
32903 O. 20

DEMOISELEE francaise, 23 ans, cherche situation aupres de jeunes enfants. Ecrire. Apply to Box 995, THE CHINA PRESS.
32883 O. 17

WANTED, position as travelling companion or nurse by young European lady. Reply to Box 1003, THE CHINA PRESS.
32899 O. 17

WANTED by a young girl position as an operator typist, filing and code work. Willing to work a month without salary. Apply to Box 999, THE CHINA PRESS.
32892 O. 21

WANTED, position by experienced lady. Good knowledge of general office routine, shorthand. Languages English, German, Russian and French. Apply to Box 991, THE CHINA PRESS.
32879 O. 21

SWISS, excellent education, with good knowledge of commercial correspondence, bookkeeping, typewriting and translating, speaking French, English, Italian, seeks situation in commercial office, bank, or as secretary. Good references. Apply to Box 994, THE CHINA PRESS.
32883 O. 17

LADY, with good education, requires secretarial position, part or whole day. Moderate salary. Apply to Box 966, THE CHINA PRESS.
32836 O. 16

EXPERIENCED Chinese typist seeks position. Knows bookkeeping, translating and advertising. Good references, salary $40. Apply to Box 989, THE CHINA PRESS.
32875 O. 17

AMERICAN woman desires opportunity with established American firm in Shanghai, Peking or outport, which will lead to a position of confidence and responsibility. College graduate. General knowledge typing, coding, filing. Willing to begin at bottom and learn any special line of work promising interest and advancement. Apply to Box 949, THE CHINA PRESS.
32803 O. 17

BY an experienced young man, familiar with construction and introduction of all building materials throughout China. Good reference. Apply to Box 980, THE CHINA PRESS.
32857 O. 17

POSITION wanted by a competent young Chinese man, having good business knowledge. Experienced in translation and general office work. Knows bookkeeping and typewriting. Good references. No objection to outports. Please apply to Box 959, THE CHINA PRESS.
32826 O. 20

EXPERIENCED young man seeks position as bookkeeper. Apply to Box 962, THE CHINA PRESS.
32831 O. 19

EXPERT stenographer and typist, with good mercantile and engineering office experience, open for immediate engagement. References and well recommended. Apply to Box 944, THE CHINA PRESS.
32792 O. 17

YOUNG foreign lady wishes to offer her services as companion to children in high-class family. Speaks English, Russian and German. Apply to Box 933, THE CHINA PRESS.
32771 O. 17

RESPECTABLE young lady would like position in hospital or in private family as a qualified Masseuse. Apply to Box 934, THE CHINA PRESS.
32771 O. 17

Compradoreship wanted: Chinese who has thorough knowledge of export and import business, desires to join firm; is well acquainted with all prominent outport and local dealers. Apply to Box 879, THE CHINA PRESS.
32639 O. 20.

Classified Advertisements are Continued on Page 23

APARTMENTS

Connaught House
8 Quinsan Gardens.
Board—Residence
Apply MRS. G. POLLOCK

TO LET, with board from November 1st, large well furnished room and bath room. Suitable for married couple. All modern comforts, garage and stabling. Apply to Box 964, THE CHINA PRESS.

TO LET, two roomed apartment with kitchen and two bathrooms, suitable for married couple or bachelors, central district, new building with sanitary plumbing, occupant to take over furniture. Apply to Box 1009, THE CHINA PRESS.
32905 O. 17

NEAR Hongkew park. Large furnished room and sleeping verandah. No board. Apply to Box 996, THE CHINA PRESS.
32899 O. 17

TO LET, from 1st November, two nicely furnished rooms, with bathroom and verandah attached, facing south. Apply 36 Quinsan Road.
32884 O. 17

TO LET, furnished apartment with bathroom attached, suitable for two bachelors; in western district. Apply to Box 992, THE CHINA PRESS.
32880

TO LET, in private family, two well-furnished adjoining, rooms with board, bathroom attached, hot and cold water. Apply 141 Dixwell Road.
32881 O. 19

CENTRAL, furnished room to let, share bathroom with lady. Only respectable woman need apply. Address to Box 984, THE CHINA PRESS.
32865 O. 17

TO LET, single rooms, double suite, new foreign building. Moderate prices. Apply to Box 965, THE CHINA PRESS.
32834 O. 20

JESSFIELD Hotel, nice furnished rooms with verandah, and a bathroom attached, and two other rooms. Jessfield 136. Telephone West 1919.
32867 O. 22

TO LET, western district, well-furnished front double room, with full board, also one single room. Particulars, apply to Box 935, THE CHINA PRESS.
32774

TO LET, two rooms, western district, full board, suitable for married couple. Hot and cold water, large garden, tennis lawn, garage, etc. Apply to Box 940, THE CHINA PRESS.
32785 O. 19

MISCELLANEOUS

DESIRABLE DOWN TOWN APARTMENT TO LET at low rental, in which connection, account leaving, present occupant desirous selling furniture and fittings, value Taels 3,500. Apply to Box 1006, THE CHINA PRESS.
32902 O. 23

BUICK TOURING CAR FOR SALE, 1920 model, almost new. Absolutely perfect condition, practically same as if obtained fresh from factory. Full equipment, extra tires and accessories. Sacrifice price, Taels 1,800, on account of owner leaving Shanghai. Apply to Box 1007, THE CHINA PRESS.
32902 O. 23

HOUSES WANTED

WANTED November 15th; American couple desire to rent furnished house, in French town or western district. Reply to Box 988, THE CHINA PRESS.
32876 O. 19

AMERICAN couple desire furnished house or apartment of four to six rooms. Apply to Box 973, THE CHINA PRESS.
32846 O. 20

WANTED to rent, five-roomed house with modern sanitary equipment, furnished or unfurnished, in French concession, near Bubbling Well Road or Quinsan district. Preferably with garage. Reply to Box 961, THE CHINA PRESS.
32829 O. 20

WANTED, from 30th November, a five or seven-roomed house, furnished, in French concession or western district. Apply, stating terms, to A. M. Forrest, Chartered Bank.
32738 O. 17.

EXCHANGE AND MART

OWING to retirement from China, on sale, six-cylinder Buick Landaulette, new body work, engines recently overhauled. Petrol consumption test on 23rd September last, 16 miles per gallon at 10 to 15 miles per hour. Price Tls. 1750. Apply F. J. Norbury, telephone Central 308.
32897 O. 17

ADVERTISER wishes to dispose of one Underwood and one Remington typewriter. Best offers accepted. Apply to Box 1002, THE CHINA PRESS.
32896

WANTED, one full-size combination wardrobe-trunk. Apply to Box 997, THE CHINA PRESS.
32895 O. 17

WANTED to buy from private owners—used autos, four and six cylinder, roadsters, five and 7-passenger touring and limousines. Must be in good condition and at an attractive price for cash. Central Garage Co. Used Car Dept., J. W. Davis, Manager.
31676

LAND for sale, on Route Ghisi; beautiful building lots containing about two mow each. Apply to China Realty Co., Ltd.
32798 O. 18

FOR SALE, foreign house, Hongkew, now occupied. Profitable investment, 10% interest. Apply to Box 971, THE CHINA PRESS.
32843

PRICES reduced on sharpening safety razor blades. Only three cents each for single and four cents for double blades. Send your old blades to Y.M.C.A. Barber Shop, 120 Szechuen Road.
32579

1919 Maxwell, five-seater, for sale. May be seen at H. S. Honigsberg's Garage, 40 Bubbling Well Road.
32872 O. 19

FOR SALE, a Stereo Auto Graflex, 5 x 7, brand-new and just arrived from America, with leather case, film holder, plate holder and film-pack holder. Two first-class Tessar lenses. The finest camera in town. Will sell at exactly cost price. For inspection, apply to Box 986, THE CHINA PRESS.
32868 O. 22

A Power-Plus Indian motor-cycle, in perfect condition, nine h.p., disc wheels, has only been used a few hundred miles and absolutely like new. Has cost Tls. 475: Will sell for Tls. 350 only. For trial and inspection, apply to Box 985, THE CHINA PRESS.
32868 O. 22

FOR SALE, 100 tons 5/8" and 1/2" square mild steel bars, 18 to 20 ft. long. Reply to Box 977, THE CHINA PRESS.
32853 O. 17

SMART two-seater Dodge, equipped for winter, two horns, spotlight, watch, etc., four new tyres, one spare, in perfect mechanical order. For immediate sale, Tls. 1150. Inspection from 12:30 to 1:30, at 304 Avenue Joffre.
32854 O. 17

FOR SALE, one new Indian Scout-model motor-cycle, in perfect condition. Apply to Box 975, THE CHINA PRESS.
32851 O. 17

FOR SALE, complete or separately, ivory bedroom set, twin beds with box springs and hair mattresses, chiffrobe, vanity dresser, writing desk, night table, bench and chair; also drawing room suite of three pieces, carved woodwork and French tapestry; two Jacobean chairs, long mahogany table, piano lamp, cellarette, etc., only slightly used. Please write to Box 987, THE CHINA PRESS.
32822 O. 17

SUITABLE dwelling house, in Weihaiwei Road; land on Hwang Li Hsiang, near West Gate, over ten mow for sale. Apply to Mr. Y. Z. Tonquin, No. G32, Mohawk Road or address to Box 957, THE CHINA PRESS.
32824 O. 20

FOR SALE, nine-roomed house, three bathrooms, large garden, stable and garage, nearly four mow of land, on best section of Avenue Joffre, can vacate in month's time. Tls. 30,000. Apply to Box 952, THE CHINA PRESS.
32808 O. 19

WANTED, used motor car, preferably closed model, sedan or coupe type. Give full particulars and lowest cash price acceptable. Apply to Box 913, THE CHINA PRESS.
32732.

WHY not buy a new Hupmobile from the Shanghai Garage Co., Ltd.?
32611

Funny Charlie Chaplin—He Could Only Make His Wife Cry!

And Here Mrs. Chaplin, Suing for Divorce, Tells the Sad Experiences Which Convinced Her That the Great Motion Picture Comic Star Is Only "One Half of One Per Cent as a Husband"

Charlie Chaplin in a Care-Free, Gay Scene and Behaving Just the Way He Did Not, His Wife Says, So Far as She Was Concerned

NO recent case of broken romance and once fond hearts estranged has created such interest as the suit for divorce by Mrs. Charlie Chaplin against her husband, the world famous funny man of the motion pictures. The charges brought by Mrs. Chaplin are "mental cruelty" and failure of her husband to provide for her.

Among the millions whom Charlie Chaplin has made laugh there have probably been many who have thought how carefree and amusing the lot of the woman who was his wife. No woman, it would seem, could ever have the blues or be anything but cheerful with so mirth-provoking a companion. Yet strangely enough there are no sadder, more pessimistic people than the professional humorists, who seem to use up all their store of cheer in their output. And, according to Mrs. Chaplin, Charlie Chaplin was no exception. Here she tells what she alleges is the real inside story of her life with the funniest man on earth—so far as the camera is concerned.

Mr. Chaplin has denied all that Mrs. Chaplin charges in her suit, and has expressed himself as being much surprised at her decision to force the issue. He will, it is said, bring counter suit against her on grievances of his own, and incidentally alleges that, despite her charge of penury, he spent over $60,000 in about eighteen months in housekeeping expenses, although during that time Mrs. Chaplin herself was earning $1,000 a week.

By Mrs. Charlie Chaplin

(In an interview)

I AM quite ready to admit that my marriage to Charlie Chaplin was a mistake. It was a mistake on his part, because he is a genius, and geniuses should not marry. He would better be free and remain free, for he will make any woman he marries miserable, I know.

We have been married for three years. For two of those years we lived under the same roof, more or less. That is, if greeting a husband after long disappearances might be said to be living under the same roof with him.

If lying awake, weeping and wondering where your husband is, until 4 or 5 o'clock in the morning can really be called living.

If wrangling over every bill that comes in can be called living.

If living on the scale of an income of $250 a week, when your husband earns $13,000 a week, can be called living.

If having your wardrobe censored and a standard of two or three dresses and one hat established may be considered an existence.

If being told to keep your head down so that no man will see your face is living.

If hearing that meat and potatoes and pudding are enough for a meal and that ice cream and salads are silly and useless really stands for proper living.

If being constantly accused of flirting by a man who is causelessly jealous is living.

All this and more I endured—and for twelve months. That is the reason I hesitate to say that we lived under the same roof. It wasn't living. It was perdition roofed.

It has been said that a comedian is only funny in public. I believe it. In fact, I know it. Charlie Chaplin, who has made millions laugh, only caused me tears.

So it was better that we should separate. Better that there be a divorce. I have seen him since my suit for divorce began. We met in the office of my lawyer in Los Angeles.

When we parted he said: "Mildred, you are right. I should never have married. I know it now. You probably will marry soon. If you do I hope you will be happy. I shall never marry again." And we looked at each other sadly—a funny man and his wife.

That the public may not be misled by strange, false rumors I will tell for once and finally, unless I tell it in court, the story of the funny man who could only make his wife cry.

Mrs. Charlie Chaplin, Who Is Suing for Divorce on the Grounds of "Mental Cruelty" and Failure to Support—and Two Pictures of Charlie With His Famous Hat, Little Moustache and Ridiculous Shoes.

Mr. Chaplin and I met at the home of my aunt at the beach near Los Angeles. I was staying with my aunt. Mr. Chaplin and others were calling. At once he became attentive. We used to go for long walks on the beach. He talked about his life. He told me he was very lonely. He said he needed a home and someone to care for him. Older and wiser persons say that kind of talk is a prelude to a proposal. It was in this case. We "went together," as country folks say, for four months. We were married. We went to live in a big, lonely house on a high hill, Laughlin Hill, in Los Angeles.

At once began the woes of a funny man's wife—the reign of mental cruelty of which I complained when I brought my suit for divorce. Although I was married, the youth had not gone out of me with my acceptance of the wedding ring. I am not frivolous, but I am young. I like to dance and to be with people.

Mr. Chaplin didn't. He would never dance except to keep me from dancing with other men. He didn't like people—at least, not people who love to laugh and sing and dance because they are glad they are alive. He brought men home to dinner.

But such men! Old, grave and intellectual men! They were fifty years old or more. They talked of things I could not possibly understand. I was seventeen. What could I know of philosophy, or of Voltaire or Rousseau or Kant?

He liked to think he was a Socialist, though he didn't live like one. He wasn't willing to divide his money with anyone, not even with his wife, as was invariably impressed upon me on bill day.

He thought my bills for dresses outrageous. He said: "You are married. You don't need expensive dresses. You have captured me. I am yours."

I used to reply: "But my dear, I want pretty clothes to keep you. Marriage ought to be a winning over and over of the lord of our hearts."

He did not even listen. I had lost him again. I was always losing his attention. He is the most preoccupied man on earth. For this there is a good reason, I confess. He invents his own characters and writes his sketches and acts in them. That is the work of two or three men. Instead of staying at home with me, in our big, lonely house on the hill, he left me cowering with fear, as a child cowers in the dark, afraid of nameless things, while he went forth to walk the streets at night.

He walked, as I have said, until 4 or 5 in the morning. He was looking for types, he was seeking characters and materials for his comedies. He seemed to forget I was in the world. I was not in his world of thought.

He used to leave home and visit our friends. He would be gone for days and weeks. He stayed with friends at Berkley Hills for two months. That was when I sued for divorce. During these absences there would not be a word from him. Then he would come back and resume the old gloomy life.

One thing that bored me was that he wanted to read deep books. Some time I shall grow into an understanding of them, but I haven't yet reached that stature. He would read those books to me by the hour and would insist that I read them. Yet sometimes I found that Charlie fooled me. When I really read the books I read them. I delved into them.

And when I would talk to him about the plots and characters I found he had only a surface knowledge of them! My lord was guilty of skimming a book. There are literary poseurs. And yet Mr. Chaplin is ambitious. He wants to leave off the funny little walk and the baggy trousers and queer little moustache. Like all comedians, he wants to be serious. He longs to play tragedies. He used to rehearse tragic parts to me.

Fancy Charlie Chaplin as Hamlet! If the incongruity struck me and I laughed he flew into a fury and called me the essence of silliness. That essence of silliness is a euphemism. You wouldn't print what he called me.

Although his life and thoughts were so far from mine, yet he was madly jealous. His life had not been sheltered as mine was. In those days while he was growing up in Europe he had not known the best women. He was surprised when I did not drink nor smoke cigarettes. He thought it a prudish pose. And he could not believe that the men whom I had known before I knew him were not my suitors. And it was impossible for him to believe that the men with whom I signed contracts or worked in the studios I regarded merely as cogs in the business wheel or professional associates.

While paying court to me and after our marriage he would say to me while we were in restaurants or were driving: "Keep your head down. I don't want any man to see your face." Or he would say: "Don't look at a man. He will think you want him." He had lived abroad too long to understand our open-eyed American candor. He even let jealousy enter his own studio. He watched me dance with an employe of his and said: "I'll fire that fellow in the morning."

Yet there would be recurrences of great tenderness. While I was ill in the hospital when our baby came he took a room next to mine. He came in to see me and bent his head over me and cried. He left me a note saying: "You are the dearest little mother in the world." Even the nurses said his thoughts of me were beautiful. But our baby died three days after it was born. His feeling toward me seemed to change. He grew more indifferent to me. He went away collecting material. His room at the hospital was empty. He did not even call to take me from the hospital to our home.

I insisted on moving down from the big lonely house on the hill because I was afraid. We moved down to Oxford street. Because he left me alone so much I went back to work in the studios. And he was like a madman. We did not talk much to each other toward the last. We had little to say, because we could not agree upon vital themes.

I like domestic life. Mr. Chaplin is bohemian.

I like to make life as beautiful as I can. I believe in spending money to make it so. Yet when I told him that we could not be happy together and talked of a separation he offered me $25,000. This man, who is not as rich as the public thinks, but who is worth at least a million!

I want to be free from such dominion as his. I want liberty to do my work and have an uncensored home.

I don't want to be made to cry any more by a funny man—not even an American husband, who is the only one hundred per cent kind.

American men are one hundred per cent husbands because they are good friends and comrades. Mr. Chaplin is a genius. He has been called the funniest man on earth. As a public entertainer he is above par. As a husband he is one-half of one per cent.

His ambition is like that of Doug and Mary. He wants to have five million dollars and travel. I shall be content with a modest living and a home. It is better that our ways parted and at a great distance.

Mrs. Chaplin on the Bank of the Lake at the Chaplin Home in Los Angeles.

Portrait Gowns by Lady Duff-Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

A Gown of Marquisette Over a Satin Underslip. The Modified Harem Skirt Is Edged with Metallic Ribbon.

Taffeta Trimmed with Tom Thumb Fringe Forms This Portrait Robe.

This Picture Frock Is of Taffeta in Contrasting Shades.

By Lady Duff-Gordon ("Lucile")

Paris, August 20.

EVERY woman dreams of having her portrait painted. This page offers suggestions for suitable gowns to wear for portrait posing.

The large left-hand picture shows a graceful gown—graceful not for yesterday nor to-day, but for all time. It will be graceful after the portrait has faded into nothingness, because it possesses that element of beauty in clothes, following the line of the figure. It is made of marquisette over a satin underslip. The modified harem skirt is edged with metallic ribbon and rows of pearls. A wide crush girdle is of Chinese embroidery, outlined and finished with a girdle of metallic ribbon set with pearls. Pearl tassels on the girdle and a similar ornament at the line of decolletage bestow Oriental magnificence upon the gown.

The right-hand figure in oval shows a quaint portrait gown of taffeta trimmed with gold "Tom Thumb" fringe. Flowers of velvet and gold adorn the front of the corsage. Three "love knots" of gold and velvet are arranged in a line down the front of the skirt.

The third gown, reproduced by the small lower right-hand figure, is a picture frock of taffeta. The effect of contrast is draped into ruffled panniers. The panniers are supported by silver hoops that peep from beneath them. The skirt, opening in front over pale colored chiffon, is trimmed with horizontal ruffles. These small ruffles are edged with silver. The dark side of the bodice is decorated with silver embroidery. The girdle is of silver ribbon.

FASHIONS Styles In New Paris Gowns

(New York Times)

Paris says that, with devious variations to prove the rule, the silhouette shall remain virtually the same as it has been for some time past. It is to the details of formation and construction that the artists in dress are bending the utmost of their talent. There seems to be no end to the new forms of trimming, the novel shapings of necklines and waistlines, the drapings of skirts, the shaping of bodices, the handling of lace and the general usage of all the fine points which go to make up a finished gown.

While the Parisians are generally considered to be at the lowest ebb of their art when handling the making of suits, still in the one which Worth has designed there is every sign of all that is to be desired. The skirt is long and full enough in its width to make it comfortable for walking purposes. The peplum exhibits a slightly more abundant tendency, which gives it the proper swing above the line of the skirt. The waistline is long, reaching toward the hips, and there it is further augmented by tucks that are interestingly grouped. The fur is not too lavishly used and still it serves to accentuate the line and to add to the color combination, which, in this instance, is an antique green velvety cloth with black fur. The sleeves are an interesting feature of this not strictly tailored suit, for they spread open slightly at the wrists and allow the trimming to take its way up the arm until it approaches the elbow.

The French people believe, always, that a suit which deviates slightly from the strictly tailored variety is much better style than the one which adheres too closely to all of the masculine characteristics. They insist that it is, in the end, a more attractively feminine thing if it always keeps in mind the fact that it is to be worn by a woman. And surely their suits remain as practical as ours, which must be more closely fitted, more hardly tailored. In some ways they may be worn for a greater length of time, for the unevenness of their design allows some slight imperfections to exist without being too broadly visible.

As for the Parisian idea of all that is lovely in woman's attire, there is the little Lanvin model for pertinent comparison. That has all the softness, transparency and grace that they consider essentials of a woman's gowning.

The materials are black taffeta and tulle, and the little flowers which are scattered careless over the surface of the tulle overdress are made of cleverly twisted pieces of the taffeta with golden centers. No, there is nothing decidedly new about this charmingly simple frock, but its character is fine and its tone is one of beauty—in all that the French seem to be demanding for a standard.

Much lace continues to be seen on the dresses that have been exhibited at the Parisian races, where all the style tendencies of the season to come are put forward. One of the newest dresses seen at this time had a foundation of figured silk made in chemise fashion, with quite short sleeves and a rounded neck. There was a lace cape over the back and a lace underskirt that showed for a space of about five inches beneath the silk hem of the gown. It was a graceful thing, with the straightest of silhouette lines, but with the airiness and floating quality that lace gives. The chemise dress, indeed, holds its own in a most remarkable way. Those who are returning from Paris say that nothing else can be seen on the boulevards. Sometimes they are embroidered over every inch of the surface that shows, sometimes they are merely trimmed with inconspicuous though cleverly designed rows of embroidered stitching, sometimes the embroidery displays itself in solidly worked bands of bright colorings, and, again, the chemise frock is made of simple, plainly woven and plainly colored silk or satin that has nothing but its line—its artistic and studied line—to recommend it for more than passing attention. A favorite method of embroidering the chemise frock is to carry the stitching (hand stitchings they must be to be right) from the hem of the gown to the hip line and then to allow the rest of the gown to remain plain and unadorned, with only a string belt to suggest the place where a waistline might be located.

The cape, or some variation of the cape, is still popular among the Parisians. The cuts of these capes are as diversified as the trimmings of the chemise frocks, but always they retain the same lines—straight, except for a place at the front where they are hugged about the figure. A few of the newer capes have sort of blousy tops with skirt sections joined to them down about the legs or quite under the hips. These, with their collars of fur, or with furry edgings, are the most graceful of outer coverings.

Evening frocks continue to be draped and draped and then draped again. A Parisian designer recognises no law in these her noblest works of art, but she regards the figure and what is best suited to it. Some of the results are more perfect than others; a few have positive marks of genius. The silhouette is straight—yes—but every now and then one sees a bow or a puff or a frill or a flounce jutting out at the side or at the back or at some other unexpected angle.

Many brocades are seen among the newest evening gowns, and these are draped always at a new angle and in a new way. Generally speaking, it is said that the skirts of evening gowns are longer, but here a strange breaking of the rule occurs, for many of them are long at one side and shorter than ever at the other, while others are so constructed that the front and back vie with each other in unevenness of length. For the brocades there is no trimming. They are enough in themselves, and as the materials increase in beauty and richness, so do the designs, until the whole effect is something to wonder at. A draped evening gown is made of the heaviest of black satin and is held about the figure in sweeping curves. Then there are two long and flowing trains reaching far below the hem of the gown itself.

Lace for evening gowns is quite the thing. A lace evening gown is made with tiers of flounces for the skirt, and with a low backed lacey bodice having only suggestions of short and lacey sleeves. The lace is black and is made over heavy black satin; then under the fine meshes somewhere about the bodice a folded, draped length of cloth of gold is arranged with subtle deftness. There is a lace train, too, which is attached at the rather high waistline and allowed to swing free of the rest of the frock until it sweeps for a matter of a foot or so upon the floor.

Lace and cloth of gold or cloth of silver is a very sumptuous and popular combination among the Parisians. The draping of lace over this shimmering, metal foundation is charming, and nothing has ever been better suited to the purposes of evening wear.

The French hats of the season are again low and tight, hugging the head, so that the least of the coiffure shows. After the general close and clinging lines of the hats have been established then they are subject to all sorts of fancies—going up into the air or out into the breeze on either side or down at back, with a long sweep of feathers over the lines of the neck and shoulders. They are graceful and becoming, quite perfect examples of millinery at its best. The colors, too, have a wide range.

Of course the Frenchwomen love black hats, and they will always insist that by cleaving to a hat of darker tones one can achieve more style than would otherwise be possible. And, for that reason, the greater number of their really smart hats are made of black—in velvet, in satin, in silk, in duvetyne and its sister materials.

TODAY'S TOILET HINTS

INTERESTING SELECTIONS FROM THE WORLD'S SMARTEST BEAUTY ARTICLES—SIMPLE RECIPES MOST EFFECTIVE.

How to Discard an Unsightly Complexion.

"Toilet Club Notes."

How many women exclaim as they behold their ugly complexion in the mirror, "If I could only tear off this old skin!" and, do you know, it is now possible to do that very thing? Not to actually remove the entire skin all of a sudden; that would be too heroic a method and painful, too, I imagine. The worn out cuticle comes off in such tiny particles, and so gradually—requiring about ten days to complete the transformation—it doesn't hurt a bit. Day by day the beautiful complexion underneath comes forth. Marvellous! No matter how muddy, rough, blotchy or aged your complexion, you can surely discard it by this simple process. Just get some ordinary mercolised wax at your chemists, apply nightly like cold cream washing it off in the morning.

Why Have Grey Hair?

When a simple, old-fashioned and harmless recipe will correct it.

Few people know that grey hair is not a necessary feature of age—that it can be avoided without resorting to hair dyes. A very old, home-made remedy will turn the hair back to a natural color in a few days. It is only necessary to get from the chemist two ounces of concentrate of tammalite and mix it with three ounces of bay rum. Apply this simple lotion to the hair for a few nights with a small sponge and you will soon have the pleasure of seeing the greyness disappear. This recipe is perfectly harmless, is neither sticky nor greasy, and has given perfect satisfaction for many generations to those in possession of the secret.

A Strange Shampoo.

"Cosy Corner Chats."

* * * I was much interested to learn from this young woman with the beautiful glossy hair that she never washes it with soap or artificial shampoo powders. Instead she makes her own shampoo by dissolving a teaspoonful of stallax granules in a cup of hot water. "I make my chemist get the stallax for me," said she. "It comes only in ¼ lb. sealed packages, enough to make up twenty-five or thirty individual shampoos, and it smells so good I could almost eat it." Certainly this little lady's hair did look wonderful even if she has strange ideas of a shampoo. I am tempted to try the plan myself.

Blackheads Instantly Go.

The new sparkling face bath treatment gives instant relief.

A very simple, harmless and pleasant process is now used to remove blackheads and correct greasiness and large pores in the skin. You have only to drop a tablet of stymol, obtained from the chemists, into a glass of hot water and bathe the face with the liquid after the effervescence has subsided. The blackheads will then come right off on the towel. The enlarged pores immediately contract to normal and the greasiness disappears, leaving the skin smooth, soft and cool and free from blemish. But to make sure that this desirable result is permanent, it is advisable to repeat the treatment several times at intervals of say about four or five days.

Is Powder Necessary?

"Practical Suggestions."

I say emphatically, No! There is a simple lotion which can be easily and cheaply made at home, and it is at the same time both effective and beneficial to the complexion. Cleminite is a splendid substitute for face powder, which is at the bottom of many complexion troubles. Get about an ounce from the chemists and dissolve in four table-spoonfuls of water. The result is a fine clear liquid, which instantly gives the face, neck or arms that peach-like bloom of perfect health. There is nothing to equal it for greasy skins, and the result lasts all day long under the most trying conditions.

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Hat Brush ...	2 16 0	Powder Jar ...	6 0 0
Hand Mirror ...	12 0 0	Scent Bottle ...	5 10 0

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AUTOMOBILES

SHANGHAI, SUNDAY, OCTOBER 17, 1920

FIRST STEAM AUTO MUST GO TO CREDIT OF FRENCH NATION

Army Officer Presented Car To King More Than A Century And A Half Ago

It was a Frenchman who first designed and created a steam-propelled vehicle of the type known today as an automobile. His name was Captain Nicholas Cugnot, a French army officer, who presented a complete working model of his invention to the King of France in 1763. This makes the first automobile the predecessor of the first steam railroad, a fact not generally realised.

Cugnot's steam artillery carriage was followed a few years later by the steam carriage of John Watts and Symington, which appeared in 1786. Dallery and Seguin, Frenchmen, constructed a steam carriage with tubular boiler in 1790.

Sir Goldesworthy Gurney's famous steam coach, made regular trips from the Bank of England in London to the suburb of Paddington, was ushered in with the nineteeth century. It was copied extensively and improved upon by the famous coachmaker, John Squire, and by Colonel Maecrone, an Italian engineer of note.

Meanwhile the inventive genius of our forefathers on this side of the ocean had not lain dormant. A contemporary of Captain Cugnot, with prophetic prescience, wrote this in The New York Commercial Advertiser of that early day:

"The time will come when people will travel in stages moved by steam engines at fifteen to twenty miles an hour. A carriage will leave Washington in the morning, breakfast at Baltimore, dine at Philadephia and sup in New York. A steam engine will drive a carriage 180 miles in twelve hours.

"In the year 1794, wrote Oliver Evans, auther of the above lines and the man who suggested steam as a motor on land as early as 1773 and for boats in 1778, I constructed at Philadelphia a machine of my own invention for cleaning docks —a heavy mud flat, with a steam engine power of five horses in it to work the machinery.

"And to show that both steam carriages and steamboats are practicable with my steam engine, I first put wheels to it and propelled it with the engine a mile and a half and then into the Schuylkill, although its weight was equal to that of 200 bags of flour."

This same man Evans had even before this planned a road carriage for freight that would carry a hundred bags of flour in two days from Philadelphia to Columbia at the rate of two miles an hour, but the turnpike company would enter into no contract with him.

Powerful Gun Is Used In Greasing

There is a system now in use as factory equipment on many cars, trucks and tractors that is attracting attention. It is called the Alemite system and consists of a series of nipples, screwed into the places formerly occupied by grease and oil cups, and a grease gun with a screw handle. The nipples are short and equipped with a spring ball in the end, with two prongs on the outside. The grease gun nozzle has a moveable head which fits over these flanges on the nipple and makes a tight joint. As the screw piston of the grease gun is turned, hard grease is forced into the joints and makes the bearing run in a bath of lubricant at all times. The grease is forced in under 500 pounds pressure, and all the old grease is forced out, keeping the bearing or joint supplied with clear grease at all times.

BAY CITY EXPORTS

Automobiles exported from San Francisco during 1919 totaled up to 5502, which represent a value of $6,598,454. The value of automobile parts exported in the same period was $1,474,548. These figures have revealed the fact that among all the exports from the Golden Gate city, automobiles and parts stand seventh on the list.

DON'T LOCK WHEELS WHEN CAR SKIDS

Skidding surprises the motorists, oftentimes, in its effect on his tires. Sometimes a tire will be noticed with the tread worn through to the fabric in one or more spots. The balance of the tire, in such a case, will be in good condition. Too sudden locking of the breaks, forcing the tire to drag, or taking corners at too high a speed, is ordinarily responsible.

Skidding the tire for a short distance, is often little thought of at the time. But the fact is that this slide has caused a flat place on the tread of the tire, which pounds away on the road, revolution after revolution, like a flat car wheel on a locomotive.

When the tread has already been weakened by the grinding action of skidding, this incessant pounding causes the tire to go out of service prematurely, according to a tire expert.

A motorist will save dollars in tire expense, if he will coast to a stop, employing his breaks very gradually. If he plans ahead, he may check the momentum on the car by closing the throttle with the clutch engaged. When starting from rest, an easy foot on the pedal will save miles of tire service. If a car starts off with a jump, the effect on the tires is much the same as though the tread were rasped away with a heavy file.

Vibrator Springs Adjusted Readily

In cases where excessive current consumption develops in connection with vibrator coils, the condition will probably be found to be due to excessive tension on the vibrator springs. The spring adjustment should be loosened until missing develops in the motor and then tightened until the engine begins firing regularly again. When the tension is tightened beyond this point, excessive consumption results.

Battery Advice Should Not Be Taken Seriously

Agent Says It Shares Fate Of Anything Else That's Common

"Battery advice is free," says the manager of a service station, "and like all free products, it is a drug on the market.

It is estimated that if a car owner would try to do all the things suggested by the trade papers, the car builders, and the battery manufacturers, he would have no time to drive, to attend to business or keep up a speaking acquaintance with his family.

"As a matter of fact, a battery does not need a great deal of care, and the average driver gets good results by putting in a little water every week or so and making regular calls at the service station.

"It is always important to give a battery the right start, and the first thing every purchaser of a car—new or old—should do is to drive around to the service stations so that his battery could be tested and given the right sort of start toward a useful and active life."

Try This To Start Your Stalled Car

Don't give up the ship if your starter won't work and you have mislaid your crank. Try this:

Put on the ignition and throw your clutch into high. Then jack up your rear wheels and spin them. Off you will go.

DEMOUNTABLE BODIES

It is usually figured that a system of demountable bodies enables two trucks to do the work accomplished by three trucks not so equipped. If we put the cost of the truck at $3,000 and the cost of the demountable bodies at $300, we have the measure of the financial saving affected by this type of equipment.

Pneumatic Tires On Trucks Find Uses

How pneumatic truck tires have extended the field of operations of the modern commercial car was strikingly illustrated a few days ago, when a small Chevrolet truck, carrying the first shipment of tires from the new Goodyear plant at Los Angeles to the tire company's San Diego branch, delivered the 1375-pound consignment in the southern city four hours and 15 minutes from the time the truck cleared at Ascot Park, Los Angeles.

No attempt was made to go after the commercial car record between the two cities, but the average speed of 32.5 miles per hour maintained on the run of 138 miles brought the truck to its destination within 30 minutes of the record, despite stops made on the road to inspect the lashings that secured the load. The truck made a perfect score, no trouble being experienced with motor or the pneumatic cord tires.

Easy To Make Good Filler For Radiator

A very convenient radiator filler may be made by fitting a faucet near the bottom of an ordinary pail. With this device it is possible to place the bucket on the hood with the faucet over the radiator hole, turn on the water and not bother again until the cooling system is full. It saves the bother and labor of holding a pail and trying to pour the stream accurately into the radiator.

WORTH REMEMBERING

When charging terminals are not marked plus and minus to indicate the positive and negative sides, the following method may be used to determine the polarity. Attach both sides of the circuit to small lead plates and place these plates in a tumbler nearly filled with battery solution or electrolyte. Turn on the current and after three minutes remove the plates. The one which shows brown discoloration is attached to the positive side.

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LUBRICATION BY NEW PLAN USED

'Oilless Bearings' Of Cole Aero Eight Attact Wide Attention

Practically the sole aim of the age, when the car, taken as a whole, may be said to be a satisfactory working unit, is in the direction of cutting down the attention required by the internal mechanism.

It has always been an unwelcome job to reach the out-of-the way spots on the chassis for lubrication through grease cups and oil holes.

"It is with this point in view that Cole engineers have been successful in eliminating, on the Aero-Eight chassis, 11 grease and oil cups, which require replenishing on other cars," says the agent for Cole. "These have been replaced by oil-less bearings of the bronze graphite type, which provide efficient lubrication without any attention whatsoever, during the entire life of the car.

RIGID TESTS MADE

"After rigid tests, it has been found that the bronze and graphite type of oil-less bearings gives adequate service at points where the bearing is not called upon to operate constantly. Of course, at the points where the bearings are in continual use, it is necessary to use grease cups or oil cups, depending upon the type of service required.

"Two grease cups have been eliminated at the pedals, one from the brake pedal and one from the clutch pedal. An oil hole has been replaced by an oil-less bearing on the end of the hand brake lever.

"Two grease cups have been removed, one from either end of the brake brackets. Two oil cups and four grease cups on the brake cross shaft on the axle have been replaced by oil-less bearings.

OIL-LESS BEARINGS

"The type of oil-less bearings now used on the Cole Aero-Eight chassis is made by taking a strip of soft brass, the exact width of the bearing, and corrugating one side. Into the little hollows of the corrugation soft graphite is rolled under tremendous pressure and rolled into shape, forming the familiar cylindrical bearing, with the graphite on the inside. The bearing is then baked at a high temperature, solidifying the graphite lubricant permanently in place.

"While efficient lubrication has been the prime factor in the placing of the other lubrication points accessibility has been kept strongly in mind. It will be noted that all grease cups and oil holes can be easily reached without soiling the clothes.

"Aero-Eight owners will like the idea of the new oil-less bearings. They cannot heat, bind or gouge the wearing surfaces, and require absolutely no attention during the life of the car, eliminating 11 points of attention which formerly had to be supplied with grease or oil by hand."

Biggest Motor Truck Plant In World Will Be Erected

The International Harvester Company of America has completed plans to erect the largest motor truck factory in the world at Fort Wayne, Ind., according to an announcement made last week by Charles Sorg, manager of the work department of the Dallas branch. This plant will occupy 140 acres of ground and will be in addition to the present plant at Akron, Ohio.

In addition to the factory, plans call for the building of 1,000 homes for the workmen and their families. These will not all be placed in one industrial suburb, but will be scattered out among several suburbs to Fort Wayne. As an indication of how the track business is growing it was stated in the announcement that the volume of sales of International trucks has increased 1,500 percent since 1914.

French Automobiles To Run On Alcohol

France's expenditure abroad of 1,500,000,000 francs last year for gasoline has aroused parliament and the newspapers to a point where the government has renewed efforts to bring about industrial use of alcohol.

Experiments here have proved to the satisfaction of investigators that automobiles and other internal combustion engines may be operated satisfactorily upon varying mixtures of alcohol and petroleum products.

Auto Notes

The most essential thing to low depreciation is good lubrication. This applies to every moving part of the car from the steering connection, which moves little, to the main bearings.

When grease leakage from the hubs and brakes of the rear axle becomes a chronic failing it may be obviated by drilling quarter-inch holes in the underside of the housing near the outer ends. The holes permit the excess grease to leak out on the road.

Shackle bolts or spring bolts may be made self-lubricating by drilling six or eight three-sixteenth-inch holes in a new bushing and packing them with graphite. The holes must be repacked about once in a six months.

COMPRESSING VALVE SPRING

A convenient dodge for holding a valve spring in compressed position is to compress the part in a vise and then catch it with a fine wire. It is easy now to put the spring into position, after which the wire may be clipped and pulled out.

INCREASED AMPERAGE

It is possible to get increased amperage from partly run down dry cells by crowding down the material near the carbon element with a small piece of wood and a hammer. This loosens the obstructing material from around the carbon and permits free chemical action. The asphaltum on top of the cell may be sealed again by application of a little heat.

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Shanghai Horse Bazaar & Motor Co., Ltd.

36 Bubbling Well Road.

NAXWELL MOTOR SALES CORPORATION

EXPORT DIVISION

74 BROADWAY, NEW YORK

Cable Address: "UMCO"

Plant No. 1—Capacity: 20,000 tires a day—concentrated on large tires, cords and truck tires. Manufacturers study it, technical colleges use it, as an example of efficiency in manufacture and organization

Plant No. 2—Devoted exclusively to 3½-inch tires—capacity 16,000 a day. This new plant with Plant No. 1 gives Firestone the largest tire capacity in America. Builds the most nearly perfect 3½-inch tire constructed and saves from 10% to 20% on every factory operation.

36,000 Tires a Day

THE Firestone Plants No. 1 and No. 2 have a combined capacity of 36,000 tires a day. Firestone has won this greater volume by giving more value. And now this added volume enables Firestone to give greater value than ever.

The success of the Standard Oversize Cord Tire is one reason. Another is the big saving car owners are getting with this Special Molded 3½-inch tire. Mileage extraordinary is the rule.

Firestone has built the biggest volume in America on *Tire character*. Volume in turn has cut costs, increased quality and led directly to the construction of Plant No. 2 with its 16,000 daily capacity on the 3½-inch tire, and increased the capacity of Plant No. 1 on the larger sizes.

Decide that you will get the benefit of the Firestone ability to deliver—

Most Miles per Dollar

The Central Garage Co.

2A, Jinkee Road, Shanghai

Firestone

KING EIGHT CYLINDER AUTOMOBILES

This year's Touring Car offers many refinements which should make even more popular this widely favored family automobile.

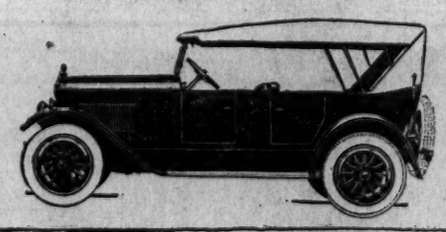
Simplicity and ease of operation make it the ideal car to drive, and its extreme economy of fuel, oil and tires, is only another proof of high engine efficiency.

ARKELL & DOUGLAS, Inc.

38 Canton Road, Shanghai

KING MOTOR CAR COMPANY

Export Department, 152-154 West 72nd Street, NEW YORK, U.S.A.



DUNLOP

Extravagant claims will always be made but—DUNLOP are *still* better tyres.

FIRST IN 1888—FOREMOST EVER SINCE

DUNLOP

RUBBER COMPANY, LIMITED

Founders throughout the world of the Pneumatic Tyre Industry

20 Kiukiang Road

Phone 2248 Cables: "Pneumatic"

BRAKES POTENT FACTOR IN USE OF MOTOR CAR

Dealer Tells Value Of Keeping Friction In Proper Condition

Brakes are more important than any other parts of a motor car when you need them, and you never can tell when you do need them. Of course, a lot of breaking can be done with the motor in low or second gear, but when the emergency comes, you need brakes and need them badly and there is no substitute.

"In a long experience with autoists it has been my observation that almost anything about their cars receives attention before their brakes" says a local dealer. "A poor battery, a leaky radiator or anything else, almost, is taken care of promptly, but when brakes lose their holding power the motorist believes that he can allow for it and apply them sooner than he ordinarily would. He doesn't stop to think that the moment may come when there is not an instant to lose, even with perfect brakes. The danger is particularly marked on some of our canyon roads. A collision or too much speed in rounding a turn might easily mean death to all the occupants of a car.

"In many cases a simple adjustment that any owner can make in a few minutes for himself is often all that is needed. But there must come a time when even the best brake linings will wear thin. Then it is time to reline. The wise motorist at such a time will permit nothing but the best linings to be applied to his brakes. To do otherwise is expensive economy. The labor charge is just as great for putting on poor lining as it is for the best. The difference in the cost of the two kinds of lining is not worth mentioning.

There is terrific heat set up when the brake bands are tightened. It takes a good lining to stand up under such a test. Linings that are made right withstand the heat and the great wearing down stress of the friction of the brake holding the drum. As I have said, to put on a cheap, inferior lining is of little more effect than is lining the brakes with blotting paper. It's expensive in the end."

RUST-PROOFING

A rust-proofing process recently imported from England, where it was successfully used during the war by European governments in munitions, makes it a possibility that the motor car of the future will be rust-proof.

Motor Truck Tips

Clean the Clutch—The Clutch of the motor truck has a very strenuous service to perform and it needs careful attention. In the case of the oil disk clutch it should be drained once a month, after which it should be filled with kerosene. Then with the engine started the clutch pedal should be operated about a dozen times to insure the kerosene getting to all the surfaces. Next drain out the kerosene and refill the clutch with fresh cylinder oil.

The Winch—Trucks fitted with a winch demand a little extra attention, for the winch and winch drive should be lubricated once a month. After carefully cleaning off any dirt on the case remove the top cover plate and put in enough transmission oil to bring the lubricant in the case up to level.

Gauging Oil Level—In cases where there have been chronic troubles and it is doubly important to be certain at all times of the exact level of the lubricant in the case, it is a simple matter to have two gauge pet cocks inserted in the case, one above the other. By this means positive knowledge of the oil level may be had, whereas any oil float is likely to stick and give a false reading.

Misfiring—If all the spark plug gaps are too wide the magneto can not be rotated fast enough by cranking to generate a voltage high enough to overcome the resistance of the spark gaps in the combustion space of the cylinders, and as a result the engine will not start. But even if the engine is started and the spark plug gaps are too wide the engine will miss fire when it is attempted to accelerate rapidly or when running with a wide open throttle and a heavy load. The insulation of the high tension may be punctured. Inasmuch as the voltage increases with the speed of armature rotation the engine may be speeded up by gradually opening the engine to miss an explosion.

Spring Breakage — Springs break because of overloading, badly rusted leaves, clips too tight, spring not properly fastened to the axle and because the shackle is inoperative, due to a broken shackle bolt or a stiff shackle.

GO INTO INTERMEDIATE

Difficult grades can be made with greater speed and less fuel in intermediate than if the engine is permitted to labor in high to the point of stalling. Contrary to popular supposition, the engine will cool better if it is not obliged to labor excessively.

ADDITION TO BUICK PLANT WILL PERMIT 750 CARS PER DAY

Company's Bulletin Tells Why Enlargement Made And What Capacity Will Be

The Buick Bulletin contains several good stories and articles of value and interest to automobile owners and also interesting items of news of what is going on in automobiledom.

In regard to the large additions to the Buick plant, the following excerpt from the Bulletin will prove of interest:

"Despite the immense size and the efficient equipment of the Buick Motor Company, this organization has again been unable to manufacture sufficient cars to fill the orders booked by its dealers during the present season.

"To many readers this may seem like an old story, but those who know of the tremendous strides taken to increase production each year, will appreciate the position of this company in its effort to overcome the annual shortage of Buick cars.

"When production schedule mounted to 500 cars a day, it was thought that finally the manufacturing departments would be able to take care of the season's orders. But oversold conditions are no better than they have been for many seasons past and so the Buick Motor Company has adopted plans to start the new season this summer with a production schedule of 750 cars a day—an increase of 50 percent over the present schedule.

"More buildings are being added to the great expanse of plants and new equipment has been obtained to make the manufacture of this great number of fine cars possible. There will be additions to many of the factories, specially designed machines on an even more elaborate scale are being prepared; in fact, every department is being keyed up for the work that will start this summer.

"The production along the schedule adopted last year has by no means been neglected. It is being followed so far as the contracts for material will permit."

ATTACHMENT FRAME BOLTS

It is sometimes rather difficult to get bolts that run through the frame channels back in place after they have been removed. Where the bolts are drilled to take a cotter pin the simplest way to replace them is to run a piece of wire through the frame hole and then cut through the hole in the bolt. The bolt may then be drawn through the hole.

USED CARS

Bought and Sold

The following USED (not abused) cars are for sale: ∴ ∴ ∴

1919 BUICK ROADSTER
Wire wheels, new paint, special California top.

1918 FORD TOURING
New tyres and paint, completely overhauled.

OVERLAND-90 TOURING
Good tyres, completely overhauled, new paint.

1920 DODGE TOURING
∴ New tyres, excellent condition. ∴

DELAGE, wooden wheels, new paint,
∴ ∴ excellent condition. ∴ ∴

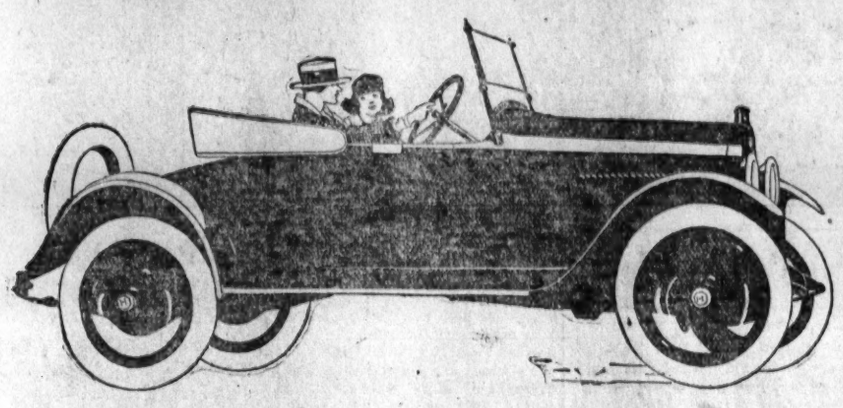
1920 BUICK TOURING
Driven 1,200 miles, new tyres, guaranteed.

1920 CADILLAC TOURING
Wire wheels, cord tyres, extra equipment.

CENTRAL GARAGE CO.
USED CAR DEPARTMENT
J. W. DAVIS,
Manager.
2a Jinkee Road 'Phone C. 3809

"Boost for good roads in China"

Hupmobile



YEARS ago the Hupmobile took a leading place throughout the world among cars that are distinguished because of their good looks. This Hupmobile makes that position doubly secure.

The general design of the Hupmobile embodies the essentials of permanent style and beauty. The same scrupulous care and skilful workmanship that have earned such a remarkable reputation for the Hupmobile engine, provide a body, roomy and comfortable, with equipment and appointments of the same high quality as the car itself.

BODY TYPES

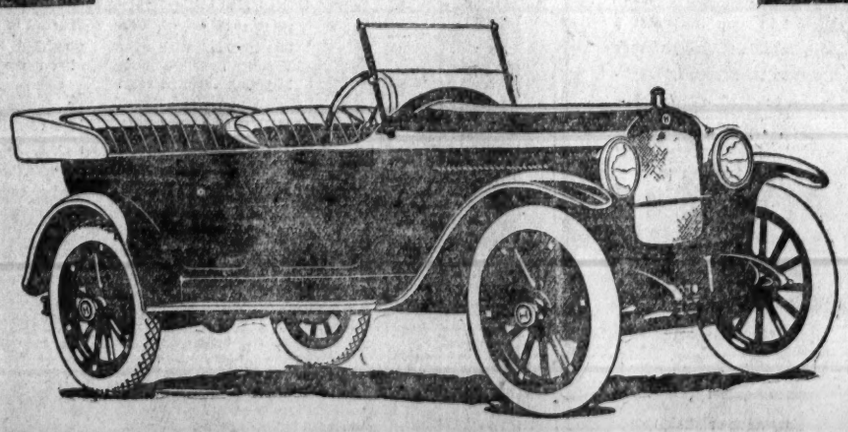
Touring Car—five passengers Dispatch Car, four passengers
Roadster—three passengers Sedan, seven passengers
Coupe—three passengers
Limousine, seating five in the enclosed compartment

Hupmobile

THE SHANGHAI GARAGE Co., Ltd.

Star Garage Eastern Garage

Main showroom
Star Garage, 125 Bubbling Well Road



Hupmobile

BOOBY HATCH — He Had A Good Excuse — By Berndt

HALT!-YER PINCHED FER SPEEDIN'!
WHO ME?
CAN YOU DENY YOU WERE EXCEEDING THE SPEED LIMIT?
NO, I CAN'T JUDGE, BUT I HAD A GOOD REASON'
WHAT WAS THAT?
MY GASOLINE WAS GETTING LOW AND I WANTED TO HURRY IN BEFORE IT GAVE OUT!
BERND

Garrett P. Serviss's Article

BY GARRETT P. SERVICES
(Famous Astronomer and Writer on Scientific Subjects of Popular Interest)

I am delighted to see a scientific entomologist call the American bumble bee by its right name instead of humiliating it with the witless English cognomen "humble bee." This Frank E. Lutz has done in his "Field Book of Insects." Of course, doctorially, he also calls it Bombus, as he was bound to do; but that is for the elect, though it, too, is a good round, resounding name, befitting the burly, buss voiced insect, clad in old gold and black, rich but a little frayed and dusty, an ideal captain for an argosy in the days of high romance and world-plundering adventure, a sub-gorgeous Jason of flower-flecked seas of Summer fields.

He is a native American bee, fully entitled to his native American name. I hope never again to hear him, with blundering pedantry, called "humble bee." Yet even Emerson submitted to being brow-beaten on this point when he wrote his poetric address to the "burly, dozing humble bee," knowing perfectly well that he was mis-naming a fellow American. And here, to parry in advance any pedantic criticism, let me say that I am applying the pronouns "he" and "him" to the bumble bee for purely literary purpose, without regard to insect sex distinctions.

This has been a bad season for the bumble bee, but now, near the end of Summer, the skies begin to show themselves more favorable toward him. He builds his homes to a great extent in the harvest fields, and inundations are as fearful to him as to Noah and his contemporaries. Lucky for him, however, he often finds a good place for a nest between the clapboards and the inner sheathings of a barn or a corn crib, and about the peripheries of a haymow.

FOLLOWS GRAIN TO BARN

Accustomed from infancy to the smell of the grain, corn and grass, he seems to follow them to their Winter storage places, liking to keep as close to them as he can. He knows the cosy, fragrant, delight of a barn on a rainy day as well as any farmer's boy. On such a leaking day, when the farm hands are talking circus, you may put your ear to the rough winscote of weather-stained boards behind which you know he has his castle and his store, and hear the contended humming of him and his big family, while the rain lasts.

But, evidently he has a barometer of his own invention, for at the earliest clearing away of the clouds, out he bustles from a hole in the boards, and, followed at frequent intervals by his fellow adventurers buzzes across the barn, making straight for the broad open door, and sometimes he is so hustled by eager ones on his heels that he loses his balance at the moment of taking flight, and, to save himself, makes a broad downward sweep, grazing the dusty planks of the floor and stirring up mimic tornadoes of chaff, powdered clover, and barley beards. He sounds like a small tornado, too.

I have known the bumble bee intimately from boyhood, though for many years my meetings with him have been regretfully few. In the early days he and I were "enemies"—at least I treated him as an enemy, and sometimes he painfully returned the compliment. I do not now look upon the slaughter that I committed during those early wars with as much satisfaction as I derived from it at the time. I was as merciless as Caesar in Gaul, and with about the same excuse. I find it impossible to justify my doings as easily as James Anthony Froude manages to justify those of Caesar. The might makes right doctrine, and the theory of the privileges of superiors, begin to sing small when we remember our innate disposition to kick if the decrees of Providence go against us.

After the passing years had brought peace between me and the bumble bee, I met one once roaming about a high mountain meadow in New Hampshire, on a sunny day late in August, and, often think of him now, although it was almost twenty years ago. Many a flowery, fragrant dell among the gray granite boulders, and many a mossy hollow as sweet with odors as a new-mown hayfield when the bobolinks are tinkling the transparent air-bells suspended above it, did that bee, with his drumming music lead me to and through.

HOLDS PLACE IN MEMORY

I stopped and watched him and waited for him, whenever he paused to sip the honey from some exquisite mountain blossom that alone I should never have found. At last he rose swiftly and flew away and I lost him, but he has had a place in my memory and in my heart ever since, and whenever I picture in my mind the rocky highland that looks over to Cherry Mountain, I see him, too, bulzing along on his crooked voyage, among islets of flowers, with me, enchanted, following in his wake.

NEW PARIS FAD IS RAT HUNTING

In Evening Costumes After Entertainments Americans Join French In Odd Chase

Paris, Sept. 4.—Simultaneously with the opening of the game hunting season, but not quite so officially, commenced the rat hunting drive in Paris. And such drives are not confined to the outskirts of the city; the main boulevards themselves and the Opera Quarter are favorite haunts of the rat-hunters. Nor does the hunting always take place at night. In the middle of any afternoon one may see municipal agents out with hose and clubs, hunting rats about the trees which line the boulevards. Water is first poured around a tree, which usually drives out the rats, and as they come out violent blows are dealt them by hunters. Record catches are said to be made daily. At night the sport is much more interesting, according to the hunters, because, they say, the streets are quieter and the garbage cans attract rats. It is not uncommon to see late homegoers dressed in evening clothes, among whom often are American and British visitors to Paris, join in the hunting.

A new use has been found for the surplus stocks of American khaki cloth left over here by the American military authorities after the war. Bought by owners of Paris taxicabs, this cloth is now used for upholstering cabs for hire in the Paris streets and gives quite a warlike appearance to such vehicles.

Paris having created a national boot which has had a fair amount of success among the poorer classes, the French Government has set up national cobblers, at whose shops boots will be repaired at prices fixed by the authorities. More attempts are to be made to launch national suits and costumes for women during the winter which will cost less than a third the clothes made in the tailors' shops cost. American army blankets are to be used to make overcoats at a cost of $14 to the purchaser.

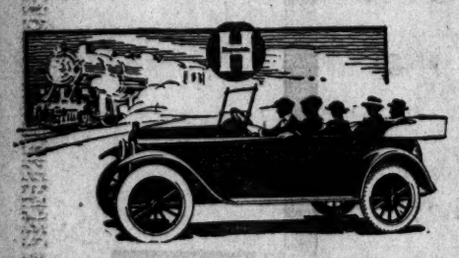
The Car for the Owner-Driver

The All STANDARD British

Standard LIGHT CAR

The High Clearance and Long Wheelbase are just two features that help to make the *Standard Light Car* the Car for the Overseas Owner-Driver.

AGENTS:
The Shanghai Garage Co., Ltd.
125 Bubbling Well Road, Shanghai.
STANDARD MOTOR CO., LTD., Coventry.



The more important Hupmobile manufacturing processes are identical with processes applied to cars that cost a great deal more. Precision and watchfulness govern every manufacturing operation to a degree that recently inspired a leading automobile publication to cite the Hupmobile factory as a model.

STANDARD EQUIPMENT

5-seater Touring or 2-seater Roadster body.
Speedometer
Electric starter
Head, tail and dash-board lights.
Rain-vision windscreen
Fuel gauge
Oil pressure gauge
Electric horn
Ammeter
Foot and rug rails
Tyre carrier—extra rim
Side curtains—door curtain carriers.
Tonneau carpet
Hood (black or khaki)
Grease gun
Pump, jack, full set of tools.

The Shanghai Garage Co., Ltd.
STAR GARAGE EASTERN GARAGE
MAIN SHOWROOM
Star Garage, 125 Bubbling Well Road

Hupmobile

THIS IS THE TALK OF THE TOWN

THE NEW GRANT-SIX

LARGER, HANDSOMER, THE EPITOME OF SMARTNESS

SPECIFICATIONS OF THE GRANT SIX

Model "H"

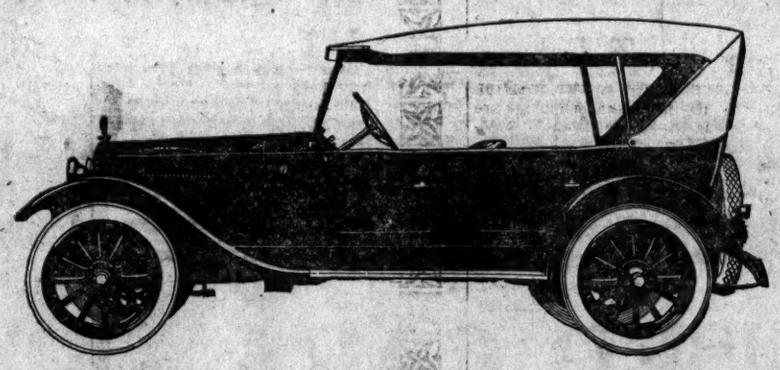
MOTOR—Six cylinder, over-head valve engine 3⅛ x 4¼-in. bore and stroke, balanced crank shaft, force feed oiling system; three-ring piston; piston displacement 195.6 cu. inches. S.A.E. rating 23.44 H.P.

CARBURETTOR—Improved Stromberg with permanent hot air tube, connected to hot air box integral with exhaust manifold. Stewart Vacuum gasoline feed placed on dash with 16-gallon tank in rear.

STARTING AND LIGHTING—Two-unit starting and lighting system with excessive capacity generator. Fly wheel, starting gear clutch and clutch throw-out completely housed.

CLUTCH—10-in. Borg and Beck dry disc clutch.

IGNITION—Atwater-Kent ignition with improved timer controlled from steering post Prestolite storage battery.



Bevelled body Touring Cars in stock, with wooden or wire wheels.

'Phone or write for a practical demonstration.

The Grant will please -:- The Price is right.

ARKELL & DOUGLAS, INC.

38 Canton Road DISTRIBUTORS *'Phone, C.2002*

AXLES—Drop forged front axle, Columbia Standard 1-Beam with extra strong steering connections.

Rear Axle: Columbia three-quarter floating, with one-piece pressed steel housing—fifty percent stronger than ordinary two-piece housing, 12-in. brakes equalised; brake connections equipped with permanently lubricated bushings.

STEERING GEAR—Bearing surfaces of steering connections bushed. Irreversible steering gear of large size; split-nut type; continuous jacket tube.

CONTROL—Spark and throttle control on steering wheel, also horn button. 18-in. notched mahogany steering wheel. Exceptionally long nickel plated emergency brake lever, and extra long gear-shift lever.

SPRINGS—Front springs 38 x 2-in., almost flat under load, oil-less bushings. Rear springs 56¼ x 2-in., almst flat under load; oil-less bushings. Both springs semi-elliptic.

DRIVE—Ideal Hotchkiss with underslung rear springs.

TRANSMISSION—Durston, three speeds forward and reverse. Speedometer drive from transmission.

PROPELLOR SHAFT—Tubular. Spicer universal joints.

FRAME—Exceptionally strong, 5½-in. deep, ⅛-in. stock, 2⅝-in. flanges; liberally reinforced.

RADIATOR—Black enameled, reinforced double shell construction with removable core; mounted on trunnions.

FENDERS—Black enameled latest "Airplane" type design, well reinforced. Anti-squeak pads interposed between fenders and frame. Head-light carried on steel brackets joined to fenders.

WHEEL-BASE—116-in. 11-in. road clearance.

TIRES—32 x 4-in. Non-skid on rear. Firestone demountable rims.

TOP—One man top made of "Neverleek" fabric. Plate glass rear window. Side curtains opening with doors.

BODY—Bevel edge; continuous front seat; Marshall cushion springs; genuine leather upholstery, semi-bright finish, French pleated. Outside nicked door handles; aluminum molding between radiator and hood, also between hood and body.

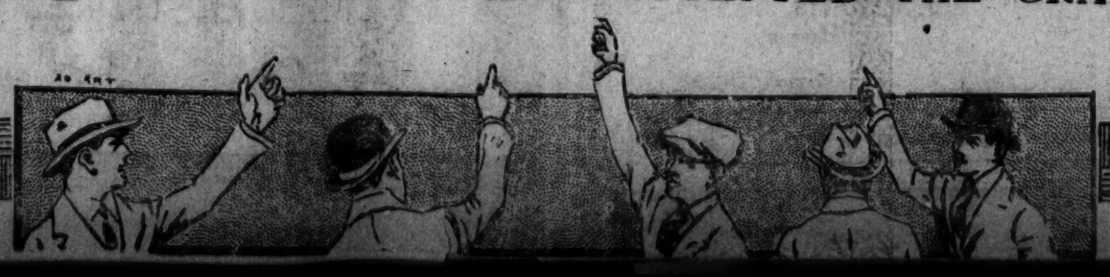
COLOR—Grant Blue with black fenders and splashers.

WHEELS—Artillery type, Grant Blue.

EQUIPMENT—Complete equipment, including Boyce Motometer and Kellog Power Tire Air Pump.

ALL FITTED WITH BOSCH MAGNETOS

THE MOTOR PUBLIC HAS ACCEPTED THE GRANT



CAR INCREASES EFFICIENCY OF BUSINESS MAN

National Automobile Chamber Sends Forth Interesting Statement Of Facts

AUTOMOBILE FACTS

(Compiled From Replies To Question Cards Sent to Car Owners)

Thirty-seven percent of car owners improve their living conditions because of automobiles.

Ninety percent of all cars are used more or less for business.

Sixty percent of mileage of average car mileage and 78 percent of farmer car mileage is for business.

Thirty-four percent of average mileage is instead of trolley or railroad or where there is no other means of communication.

Average car owner adds 57 percent to his output through use of automobile; farmer adds 68 percent to his efficiency.

More than 6,800,000 men added 57 percent to their productive during the past year. More than 2,300,000 families have found it possible to live in the suburbs or otherwise improve their home surroundings. A working force equivalent to 1,600,000 laborers is being applied to farming. Such is the creative effectiveness of the passenger car, as reported in replies to thousands of cards sent to car owners.

The questionnaire, conducted by the National Automobile Chamber of Commerce, went to automobile license holders taken at random from the registration list of ten widely diverse States: California, Iowa, Massachusetts, Minnesota, Nebraska, New York, Ohio, Texas, Virginia and Wyoming. The card asked the owner's occupation, the annual mileage, the amount of mileage used for business and for recreation, the amount used to supplement or in lieu of trolley or rail connection. It asked to what extent the passenger car increased the owner's business, and whether it affected his housing problem or living conditions. The present figures are compiled from answers to the first 10,000 cards of this survey, which is being further extended until information on the uses of cars by all classes of owners is fully determined.

Ninety percent of the owners reported that they used their cars more or less for business, while 10 percent stated that their automobiles were for recreation use only. The average increased efficiency of the car owner is 56.7 percent. A number report but small gain in productivity, but this is heavily overbalanced by the testimony of the farmers, who have added nearly 70 percent to their labor effectiveness, and by the doctors and salesmen, whose business is doubled, tripled and in some cases quadrupled through use of the car.

The use of the passenger car, accordingly, has meant a net gain to industry of 3,000,000 men. There are more than 7,000,000 automobile owners in the country, in excess of 3,000,000 workers. As there are between 800,000 and 900,000 men manufacturing and selling passenger cars, parts and accessories, there remains a net gain of more than 3,000,000 men. If one were to add the productive efficiency of the 750,000 motor trucks now in use a still greater gain would be shown.

The largest gain in productivity has been in farm use. There are 2,367,000 farmers owning cars. The answers from farmers reported 68 percent increase in productivity of the owner, or an addition equivalent to 1,600,000 hired men.

BIG RELIEF IN HOUSING

Norman Angell, in "The Great Illusion," predicted that war would be impossible because it would mean national suicide. But he did not take into account the infinite ingenuity of man. In America the passenger automobile has been the great factor in solving reconstruction problems. The cessation of building during the war has meant overcrowded conditions everywhere. But 37 percent of the car owners, 2,300,000 families, are finding the automobile a help in this situation, enabling them to live in the suburbs, and otherwise improving their living conditions.

The railroad and trolley lines, which have been handicapped by war conditions, are being relieved and supplemented by automobiles. Sixty-two percent of the car owners report that they use their motor vehicles instead of traveling by rail or electric line. Over one third of the total automobile mileage is used in this way.

EVERY WALK OF LIFE AIDED

The passenger car has brought inceased efficiency in every walk of life. The heaviest users are farmers, with physicians and salesmen next in line. Contractors, real estate dealers, and insurance men find cars especially useful. Manufacturers and merchants are among the larger classes of automobile owners.

Among the other classes who answered the questionnaire were bankers, carpenters, mechanics, architects, barbers, teachers, clergymen, wholesalers, artists, undertakers, mail carriers, builders, plumbers, credit men, public accountants, government officials, tobacco brokers, lawyers, hotel men, theatrical men, oil men, superintendents of docks, musicians, miners, railroad executives and others.

Forty percent of the bankers who replied to the question card found the car a help in their business. A Minnesota banker reports that the car has multiplied his business efficiency "the times." Another writes: "Car use, even on pleasure trip gives a banker much better understanding of his customers, particularly livestock customers." A third writes of his car's use in business, "I cannot do without it."

Clean Plugs Sometime Save Storage Battery

The man who is too busy to clean his spark plugs is shortening his battery life.

Even though thte engine is using magneto ignition, the carbon on the spark plugs is putting unnecessar work on the battery. The engine must be turned over more rapid In order to get a spark from the magneto and the battery has to do much more work for each start than it would if the plugs were clean.

The motorist who unscrews and cleans his spark plugs every week or two will find that he has taken a big load off the battery and that is able to get his engine turning over in noticeably shorter time.

DRY BEARINGS

One cause of insufficient lubrication in the bearings is found in obstructions in the grooves in the bearing holder. Sediment often collects in these grooves so that they cannot perform their appointed function of carrying lubricating oil to the bearing surfaces. An excess of graphite, if that be used with the oil, sometimes produces this condition.

USE FOR LAMP WICK

That old round wick from the oil stove that your wife usually throws away when it burns too short, if slit in half and laid flat, makes an excellent scrubber for the motorists to use in working the grease and grime out of his hands. If kept soaking in the cupboard in a tin with enough kerosene to keep it always moist, the wick scrubber is available whenever needed. It soon cleans dirty hands. The old wick will stand the hardest usage without wearing out and saves the wife's dainty towels.

BATTERY TERMINALS

The terminals of storage batteries are often difficult to remove, especially if they are corroded. Hammering them is dangerous, as it is likely to plates, but a C clamp may be used effectively. Place the clamp so that the lip rests against the terminal and the screw against the connector. Give the clamp a couple of turns and the cable comes out easily.

OLD SCHEME DISCARDED

The old sidewalk knife-and-scissors grinder in Philadelphia, Pa., has been replaced by a motor truck service with a complete sharpening outfit, operated by a connection to the engine.

If I could show you what lies under the enamel of an ordinary bicycle and that of a rigid, rapid, reliable

RALEIGH

THE ALL-STEEL BICYCLE

you would understand why hard-riding cyclists refuse to throw a leg over anything but a Raleigh—the perfect bicycle with Dunlop tyres and Sturmey-Archer 3-speed gear.

WM. FORBES & CO.,
Tientsin

Raleigh Cycle Co., Ltd. Nottingham, England.

Introducing the New

Commonwealth and Craw Elkhart Magneto
FOUR
1920
MODELS
in stock

This beautiful 5-passenger Model has a 117-inch wheel-base. In all the New Models nearly 100 costly improvements are embodied.

JORDAN CARS IN STOCK

JOHNS-MANVILLE FIRE EXTINGUISHERS
Effective against Gasoline and Oil Fires
Also fillers in stock.

VIKING TIRES
are good tires at a good price. Guaranteed 5,000 MILES

GOODYEAR TIRES
Red Spot Searchlights. Ford Spare Parts.
Indian Motor Cycles, 1 & 2 cyl. models in stock

THE FEI LUNG COMPANY
OPERATING
THE FEI LUNG GARAGE — SHANGHAI AUTOMOBILE Co.
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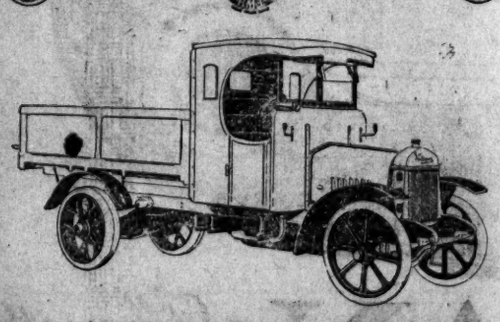
BMT



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Overland

TRADE MARK REG.

The Springs of a Car can Either Be Its Life or its Death—

In the case of Overland-4, they are its life. The rough usage given to the car is almost entirely counteracted by its Three-point Cantilever Springs, which are only one of its many features.

The shocks from rough roads are absorbed, and the wear and tear on the delicate parts eliminated. The wheels are enabled to grip the road surface better, and give absolute safety from skids.

The Diagonal Attachment of the Three-Point Springs at each end of the 130-inch Spring-base gives the smooth driving and steadiness of a far larger and heavier car

In other respects the Overland-4 is equipped with every device which can add to the Comfort and Safety of its owner—all at a Moderate Outlay and Small Cost of Upkeep.

Large Car Luxury At Small Car Cost

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Health, Beauty And The Home

Home-Made Drinks

By Mrs. Christine Frederick,
The Distinguished Authority on Household Efficiency.

"MAMA, buy me a soda," is the frequent plea of the small child during the warm weather.

Now, while our laws enforcing the inspection of beverages and other foods have greatly improved in the past few years, it is nevertheless true that as a class "soft drinks" are most likely to be adulterated and artificially colored or flavored with chemically compounded tastes and odors.

And so it seems an unwise thing to permit young children to drink these things. Children tease for bought "pink lemonade" only because a satisfactory equivalent is not provided at home.

This year soft drinks are in greater demand than ever before. Why does the housekeeper not see her opportunity to save money and to better serve her family's health by making soft drinks at home? There are on the market sufficient kinds of bottled fruit juices of the highest grade to form a basis for such home beverages. She can also use the syrups from canned fruits.

No artificial flavors can possibly compete with natural fruit juices as a means of refreshment and cooling tonic. Grape juice contains potash salts, tartaric acid, iron and is particularly high in ability to cleanse and keep the body temperature low. Lemons and limes are natural tonics. We should cultivate a wider taste for the bottled lime juice. A few drops of it poured into iced water will save us the mussiness and delay of a lemonade. The loganberry's juice is another refreshing flavor, with wide possibilities, as punch, shrub, etc. Pineapple and apple juice may be bought bottled. The juice of any berry (not forgetting the elderberry, free for the taking on the Summer road) has a sub-acid piquancy which delights and cools. Even peaches, pears, watermelon, etc., contain salts and acids which are especially needful in Summer.

These fruit juices may be used plain or partially diluted with shaved ice or cool water as substitutes for tea and coffee at meals. A glass of grape juice taken with meals by an aenemic child or adult will aid digestion and increase the blood supply. Similarly, apple juice, loganberry juice, etc., will be found a healthful meal beverage for anybody since they refresh without the harmful stimulation of tea and coffee.

Now, it is only a step to convert any fruit beverage into a soda by means of carbonated water. Not all housekeepers know that any drug store or grocery will supply their home with a case or less of bottles of carbonated water or "vichy." This is what gives the "fizz" so dear to childish hearts, who delight in a "soda" not so much because of its sweetness or its flavor, but for that wonderful cascade of bubbles in the glass. By pressing the syphon lever, as much "fizz" as desired may be injected into any beverage, making it the exact counterpart of the "soda" one gets at the store.

In addition to fruit drinks is the large class having milk as an ingredient—milk shakes, eggnogs, and particularly malted milks. Any drink with either milk, egg or chocolate added is most nourishing. An egg-malted milk, for instance, eaten with a few crackers, is a "complete" meal for Summer. No more refreshing and less taxing meal could be taken than such a large glass of malted milk, with egg and chocolate flavor, and it is especially suitable to the needs of the hurried housewife or children. One anemic child of six, who never could be induced to take egg in any form, greedily drank such "sodas" for its lunch, with most happy results. Beaten eggs may also be added to the fruit flavors, chilled, and called by any fancy name desired.

A basic syrup for all fruit mixtures is made as follows: Add one quart of water to one pound of sugar and boil five minutes. Cool and add strained fruit juice in desirable proportion. Juices may be bottled at the time of canning or putting up any fruit, and this Summer it would be well for the housekeeper to remember this when doing this work. Squeeze or mash the fruit into juice, and strain through a coarse sieve. Measure the juice and add half the amount of sugar. Bring to the boiling point, stran through flannel or fine sieve; reheat, boil five minutes and bottle at once. Peach, pear, pineapple and any berry juice can be bottled in this way and kept for beverage use.

There are many syrups which may be made once a week and kept the rest of the time in the refrigerator or other very cool place. Such syrups save much time and mussiness in making drinks for unexpected guests, and are frequently more economical.

Famous Beauties of Stage and Screen, No. 9—THEDA BARA.
Photograph by CAMPBELL STUDIOS.

An eggbeater, a drink mixer, a good squeezer and a wooden spoon are important aids in preparing Summer beverages. Never prepare fruit juices in tin or metal ware or use any but a long wooden spoon.

This year, when canning, why not follow the plan of one clever woman who packs what she calls "Beverage Fruits" in pint cans? She cuts pineapple and large fruits into neat cubes and mixes several sorts together in one jar to be used as garnishes, etc. Whole cherries, whole red raspberries and currant juice make another excellent "drink" mixture, which may be canned and used as needed.

Beauty's Coiffure

By Lina Cavalieri,
The Most Famous Living Beauty.

I AM going to give you a few general rules that may be followed in choosing the coiffure that shall be most becoming to you. First, you must be particularly careful not to accentuate that which Nature has already accented too much.

If it happens that you have a round, chubby face, counteract this too decided tendency by building the hair high. As nearly as possible give the coiffure the effect of a pyramid. The one high point at the top of the head will materially lengthen the face and lessen that roundness which might tend to insipidity. The high built coiffure will thus give special distinction to a face that had lacked it.

Should the forehead be too low, comb the hair loosely back from it. This will add to its apparent height as well as emphasize the alertness and intelligence of the expression. If, on the other hand, Nature has given you the knobby—by which I mean the intellectual—forehead, the brow which is full and high and broad, with projecting bumps, you must modify Nature's extreme by training the hair to fall in loose tendrils upon it. Also comb the remainder of the hair loosely from about it. Never tightly, for that will only increase the drawn, frightened look which Nature has already carelessly bestowed.

To express this more succinctly, remember that if your face be broad, a high arrangement of the hair will increase its apparent length.

If yours be a slender countenance, then affect the low coiffure, for its tendency is toward breadth.

If the face be broad, do not build the hair out loosely about the ears. Instead, comb it upward above the ears.

But if the face be slender, its apparent breadth is added to by the "fluffing" out of the hair about the ears.

In any case, if the face is hard or angular, its hardness is reduced by a soft, wavy arrangement of the hair.

In selecting the style of wearing your hair do not forget that balance is the law of beauty as it is of wisdom. For instance, balance the heavy jaw by drawing the hair in a loose mass well forward above the brow. Balance the snub nose by a loose coiffure, with no jutting protuberance at the back to suggest that it is the corresponding pole of the nose.

As to the color of the hair, it is my judgment we women would be far better off if we would leave it as it is. Nature is the greatest and most accurate colorist in the world. With very few exceptions she matches complexion, eyes and eyebrows perfectly with the hair. Transform your hair and you will be at the trouble to transform your entire person.

For myself, I seldom change the style of wearing my hair. Long ago I found that flat waves drawn low upon my brow and cheeks were peculiarly becoming to me. In itself the style happens to be a trying one, but it suits me most remarkably. The Italian women are almost the only nation that can wear it to advantage. It somehow seems to belong to the large, soft eyes, straight nose and delicate chin of the race.

Naturally, then, through all the succeeding years, whether off the stage or on, I have worn my hair in this fashion, because it looks best that way. In fact, I never vary the style save when the times or character I am playing demand a change.

It is my firm opinion that the woman who discovers the style of hairdressing that is adapted to her individual style, and with some possible slight modifications, which are concessions to the mode, preserves that general style until the chiseling of the years has so changed her face that she requires a different coiffure, is the clever woman.

I knew a very lovely woman who dressed her hair in the same style for thirty years. It is admirable for her long, patrician features, setting off their mingled delicacy and strength and her rare, fine coloring. In time she will doubtless change the style to one softer and looser, calculated to lessen the effect of ageing features. But that time, happily, is still far off for this truly wonderful woman.

So I tell you that, in general, it is absolutely true that preserving approximately the same outlines of a coiffure for most of a lifetime makes a woman seem much younger than does a constant changing about from one style of hairdressing to another.

The Shanghai Horse Bazaar & Motor Co., Ltd.

(Establishsd 1851)

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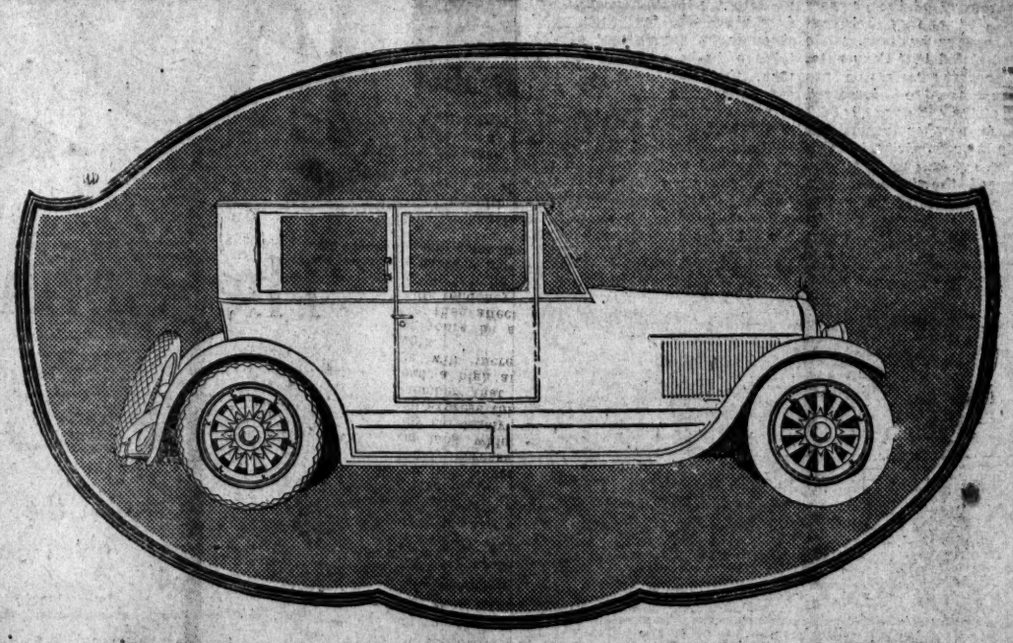

The JORDAN Silhouette Brougham

WOMEN of discrimination who drive their own cars find keenest pleasure in a perfectly balanced, easily controlled, quick-about car, which so pleases the eye that gratification is unfailing.

In the Jordan one finds abundant power combined with lightness, comfort and a grace of line which delights the eye.

It is a car built not alone to meet, but to exceed the ideals of foremost American and European makers of fine cars.

This has been the Jordan aim from the very first.

—To build a motor car so complete—so perfectly in harmony with good taste, that Jordan drivers would experience complete satisfaction on all occasions.

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BUICK'S 1921 MODELS READY

Features Of Present To Be Retained And New Ones To Be Incorporated

"For twenty years the Buick Motor company has adhered steadfastly to definite principles of motor car design and manufacture," says a dealer. "The reward to owners and dealers as well as to the builder, for this unwavering fidelity to policy and concentration of energies has been seen year after year.

"And the highest pinnacle in this long period of Buick development has been reached in the new line for 1921.

"There are seven models for the new season, including three open and four closed body types. While they have retained those qualities that have been adopted as standards of mechanical excellence for two decades, improvements have been added to increase either the convenience or the long life of the cars.

"The casual observer on the street or in the showroom will note that the most striking change is in the new lines of the body, top, radiator, hood and cowl, which blend into a harmonious whole of rare and graceful beauty. Yet, there is nothing spectacular or radical in the new lines and those familar with Buick methods will understand that the outward appearance merely indicates the inner goodness of the new Buick.

RELIABLE MOTOR USED

"Since the opening of the previous season, the Buick valve-in-head motor, even at that time brought to a high state of perfection, has undergone strenuous tests in the Buick research and experimental laboratories. And it has passed from the engineers' hands a more refined motor, capable of greater service with less exacting demands on the driver for adjustment and attention.

"Throughout the entire chassis, mechanical changes have been introduced wherever possible to make for easier adjustments and care of working parts. For example, the clutch can now be readily adjusted with a wrench directly beneath the floor board.

"It is no longer necessary for one to get under the car in order to drain oil from the crank case. Just inside of the hood there is a handle which operates the plug in the crank case. In a similar way, water may be drained from the radiator by turning an extended handle placed within convenient reach.

ATTENTION TO DETAIL

"Another illustration of Buick attention to detail is seen in the accessibility of batteries in closed cars, which are provided with a small door in the floor board over the battery box. The spring on all closed cars have been redesigned to insure the smoothest riding qualities over rough roads.

"Owing to the growing demand for a more roomy and luxurious roadster, the new model 2144 has been studiously designed with the result that it is distinctly a new model. As remarkable as it is with its improved lines, it still possesses the characteristic Buick style.

"The rear of the body has been widened, making it exceptionally comfortable for two passengers besides the driver. There are two spacious compartments, one back of the seat and another beneath the rear deck, that afford ample storage space.

"The five-passenger open car, model 2145, has a graceful, low appearance. The driving compartment and the tonneau have been rearranged slightly to provide more room and the seats have been changed so as to afford the most comfortable position for driver and passengers.

"Model 2149, the seven-passenger open car, is continued as the ideal car for the family. Door openings have been widened and more room for extra passengers has been secured. Forty-nine is a big, useful car, beautifully refined and easily controlled.

PATENTED TOP

"And of the open cars are equipped with the new Buick patented top, which permits an unobstructed view to all occupants. Snug-fitting curtains swing with the doors. Due to the fact that so few owners drive with their tops down, top carrier irons have been eliminated. However, irons and slip covers may be secured by the owner if he so desires.

"Buick closed cars have been greatly improved also. The three previous models have been developed and, in addition, a new four-passenger coupe, model 2148.

"This model is in every respect a full four-passenger car. It is built on the same extra length chassis as the large seven-passenger sedan. At the right and rear of the driver's seat is a wide seat for two, in front of which is a folding seat with upholstered arms and back rest. When not in use, it may be folded under the cowl. Back of the driver's seat and also under the rear deck, are spacious compartments for suit cases, bags and parcels.

"Model 2146, the four-passenger coupe on the model 2140 sedan chassis, is itself a roomy, comfortable car. The interior has been rearranged, too, and an extra seat swings under the cowl.

"The two new Buick sedans for five and seven passengers, model 2147 and 2150, are bound to make an even wider appeal than they have in past seasons. The improvements have been plentiful and each change fits in with the spirit behind a beautiful, dependable car.

TWO NEW MODELS

"These two models have many things in common, differing only in chassis, length and in appointments and refinements that distinguish the more luxurious sedan. They are powered by the same Buick valve-in-head motor and graced by the same rich body lines.

"All of the closed cars are equipped with storm-proof windshield, anti-glare sunshade and water-tight doors—considerations that make protection a thing realised in all kinds of weather.

"In the complete line the Buick Motor company sees that a new quality has been established—a quality that has logically resulted from 20 years' experience in building a motor car according to accepted engineering ideals. Master craftsmen always finding new ways to express their skill, have taken great pride in the 21 models. They have accomplished that wonderful thing in making a highly dependable piece of machinery an unusually beautiful object. They have created a type of design which, pleasing to look at the first time, becomes a source of greater pleasure the more often it is seen.

"But elegant as they are, the new cars are more likely to be conspicuous for their power and performance, their ease of control and comfortable service. For Buick engineers have not directed their efforts toward any single thing. Their have rather developed all of the details that make up complete motoring satisfaction, nothing short of remarkable.

"Buick cars, which have never been built to a price, have always been good values in personal transportation. And it takes little investigation for one to realise that 21 values are the biggest of all."

TIP ON MOUNTING TIRES

The proper method of mounting straight-side tires is to lay the rim on the floor, inserting the valve stem of the tire in its proper place. The bead for 10 inches on both sides of the valve should then be forced in place. After starting the tire in this way, it should be forced in place further by stamping on it, first on one side and then on the other. Stamping in this way will let the operator seat the tire easily, as a general thing, though it is sometimes necessary to resort to a tire tool. The ends of the rim may be brought into place by means of a screw driver to use in prying, and care must be used not to make a mistake and get the wrong end of the rim on top. This method is for use when a rim expanding and contracting tool is not available, as this latter saves much time and trouble and should be in every tool box.

NEW STUDEBAKER SERIES ARRIVES

Light Six Model Being Shown By Agents Has Many Refinements

In the Light-Six Studebaker has set a new standard of achievement in automobile engineering. It has a refined and improved design, is exactly balanced, the weight being scientifically distributed. It has quick acceleration and power, smoothness and quietness of performance, ease of operation and control, and great economy of fuel and maintenance. Its engine is six-cylinder, 40 hp.

Before Studebaker engineers and executives approved the Light-Six and released it for production five sample models, were built for extensive tests and experiments in the laboratories, methods and standards department, as to steel and material; in the experimental department as to dynamometer tests of motors, transmissions, axles and chassis. Exhaustive tests were also made on the road as to the complete car.

Studebaker uses materials of best grade obtainable to make the new Light-Six the highest quality, most durable and economial light car yet produced. Liberal factors of safety have been used throughout, with the object of insuring minimum wear, longest possible use, and freedom from mechanical troubles.

Seating Capacity—Touring car, five passengers; sedan, five passengers; landau-roadster, three passengers.

Wheelbase—112 inches.

Weight—2400 pounds.

Motor—Six cylinder, 3½" x 4½," cast on bloc, with upper half of crankcase cast integral; aluminum detachable head; forty horsepower; three-point suspension; valves set at an angle of 20 degrees, silently operated by bell crank construction; three timing gears driven by silent chain, with convenient outside adjustment; 10" connecting rods; four-bearing crankshaft; connecting rods and crankshaft machined all over.

Lubrication—Splash and positive distribution.

Cooling System—Centrifugal force pump circulating system, with thermostatic control; tubular radiator; four-blade fan.

Gasoline System—Fifteen-gallon tank in rear; vacuum feed.

Carburetion—Improved horizontal feed carburetor, mounted at top of motor, with warm air connection from exhaust manifold; horizontal and short intake manifold cast in detachable head, with internal hot-spots.

Electric System—Double unit generator and starter; Bendix drive.

Ignition—Battery; semi-automatic spark control.

Electric Light—Large headlights, with improved deflecting lenses, two degrees of dimming; speedometer light.

LAMP SHADE

By painting the upper portion of the bulb of the trouble lamp with some kind of opaque oil paint glare will be obviated and the driver can work in greater comfort and with much more accuracy.

Wheels In Line Solve Trouble That Costs Tire

When wheels are out of line there is a scraping motion on the tires of an automobile that grinds many a mile from them and increase tire costs to the motorists.

Experiments made by one of the tire plants of the United States Rubber Company has proved that this grinding motion is greater than most people believe. If the wheel is wobbly there is a circular motion at the point that the tire touches the ground. It varies with amount of play in the wheels.

It is a simple operation to find out whether the wheels of the car are in line or not. The alignment of the wheels can be measured to the fraction of an inch. Usually the front wheels are out of line more often than the rear wheels because of the habit some motorists have of hitting curbs and other obstructions when they stop their cars.

Another habit that a lot of us have is to run parallel with the curb when we stop and grind rubber off the side walls of the tires. Necessarily, the weakest spots on tires are on the side walls, because there is less rubber there. See how many cars you can pick out of the mass in Shanghai with the right front tire chafed and in many cases clear down to the fabric.

Secret Lock Which Is Easily Made

A good device for puzzling the automobile thief was made as follows:

Remove the regular terminal from the end of the ignition wire and an extra one was procured. One of these was clamped around a piece of brass tubing and the other around a similar piece of tubing of hard rubber. The inside of each tube was threaded with a small tap. The end of the wire was placed inside a yet smaller piece of brass tubing and [illegible] solder was poured in to make a good connection. This piece of brass tubing was very slightly larger than the holes in the hard rubber and brass tubes inside the two terminals, and was threaded on the outside so as to screw into the holes in the two terminals. In ordinary use, the terminal with the brass lining is screwed on to the end of the wire and used in the regular manner. When the car is to be locked, however, the hood is raised, the brass lined terminal is removed and the rubber lined one is screwed into its place. The hard rubber is an insulator and the ignition system will not function, and friend thief will puzzle for a long, long time before he dopes out what is the trouble.

INSPECT FAN BELT

Did you ever look at your fan belt when you found your engine everheating. A slipping belt means the fan is going at a slower speed and does little cooling for the engine. Tighten up the belt every once in a while, or ask a harness man to do it for you.

Goodyear Advantages in Tires For Small Cars

Just as Goodyear is successful in building extreme value into the Goodyear Tires that go on the highest-priced motor cars, so is Goodyear successful in supplying unusual worth in Goodyear Tires for small cars.

Into the making of Goodyear Tires in the 30x3, 30x3½, and 31x4-inch sizes have gone the full advantages of Goodyear experience and skill plus the modern facilities of the world's largest tire factory.

The results of this unusual endeavor are easily available to every owner of a Ford, Chevrolet, Dort, Maxwell, or any other car requiring the sizes mentioned, at Goodyear Service Stations.

Go to the nearest Goodyear Service Station Dealer's place of business for these tires, and Goodyear Heavy Tourist Tubes. He carries them in stock.

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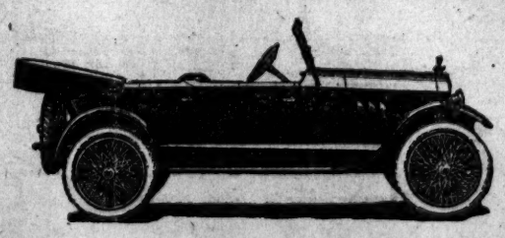
GOODYEAR

Columbia Six



GOOD ALL THE WAY THROUGH

The Columbia Six, which is represented in the world's leading markets, has gained an international popularity—because it is built exceptionally well all the way through.

Every part of the Columbia Six is the best that can be bought or manufactured. Columbia engineers have held to the standard of thorough goodness even to the smallest detail.

The Continental Red Seal engine, Borg and Beck clutch, Timken axles and other parts of equal reputation, scientifically assembled by Columbia engineers, has made the Columbia Six "Good all the way through."

Remarkably low operating cost and long life are the natural results.

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The New VELIE Six

On the lips of everybody is the marvellous rise of the VELIE SIX. It is only natural though, when you consider that it contains more good features than other cars costing hundreds of dollars in excess of the Velie.

The New Velie Six has straight line, cowl body, a wonderful new motor of great power and speed, and comfort to satisfy the most exacting.

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"Cannonball" Baker Talks About Auto Lights And Their Uses

Famous Racing Driver Proffers Some Sailent Facts For The Motoring Public

Cannonball Baker, veteran cross-country driver and holder of many long-distance records, and who has been fifty-one times from coast to coast across the country roads, when asked for his opinion on the increasing vital automobile road illumination and glare question and what in his opinion, was the answer, thought a while and then gave vent to the following:

"I sometimes think that about the biggest boob in the world is the automobile driver. The law says that he must have lamps that do not endanger the other users of highways when passing, or that the projected rays of light must be kept between the road surface and a point of forty-two inches above the road surface, 75 feet directly in front of the car, in most states. However, some of them—California, for instance—have scientifically drawn laws which define glare and adequate illumination in the terms of candle-power, which is considerably better. But what I started to say was that most drivers seem to think they can put some cheap cover or glass over the front of their lamps that will give them all the light they want for every condition and still not bother the other fellow.

CAN'T BE DONE

"I am here to tell you it can't be done. That is, all the time. For instance, after a fellow has all the light he actually needs, and is meeting the requirements of the laws when he is driving a five or seven passenger car, without the rear seats occupied, it is the surest thing in the world that he is going to run everyone else off the road who is driving with lights in compliance with the law when the rear of his car is fully loaded.

The reason is this: This machine he is driving has rear springs, and machines probably always will have; and if he is equipped with some kind of device which confines the projected rays surface and 42 inches above it and still has his light high enough to enable him to have sufficient illumination to properly distinguish objects in the road 200 feet in front of the car, and also properly anticipate the hazards of ordinary cross-country driving at a lawful speed, even on the fine roads you fellows have out here, he is must certainly going to blind the other fellow when his car is loaded—and it is the rear springs that cause it.

"I have yet to see the car that does not sag down at the rear end when it is loaded, and as the lamps are mounted on the front end of the frame, and the frame is rigid between the front and rear end, when the rear end is lowered, the law-abiding projected rays take a shoot upward and are no longer confined within the lawful limits; and the car driver thinks it is so odd that every one he passes on the road curses him as they pass for having glaring lights because he is sure that the other fellow's lights were glaring, and is just as sure that his were not, as he had once gone out in front of his car, when it was empty and standing on a well lighted street, and could get no glare out of his headlights.

BLINDING LIGHTS

"As a matter of fact, they both had glaring lights, and neither one could see because the other fellow blinded him. That may seem funny, but I believe there is some authentic data regarding it.

"Did you ever hear how these scientifically drawn laws were brought about?

"On the theory that when a man is sick he should go to a doctor, Hugo, secretary of the state of New York, whose duty it was to enforce the automobile laws of New York State when he was confronted with the problem of forcing the automobile drivers of the State to confine the projected rays from their lamps below 42 inches from the ground at 75 feet and when neither he nor anyone else seemed to be able to prove and sufficiently define what a projected ray was, went to the highest experts in the United States for advice on the subject involved. He asked the societies of automotive and illuminating engineers to please tell him how he could compel the automobile drivers of the State to keep some thing below a certain point when nobody knew what it was, and also to tell him what was sufficient illumination to clearly discern an object on the road at 150 feet in front of the car, which was also one requirement of the New York law.

"These societies got busy and appointed a joint committee to thoroughly investigate the subject and report to Mr. Hugo. Now this was a real investigation by fellows that were highest in their line. They picked out 59 people of different temperament and different degrees of vision, and proceeded to take them out of the country, or to a spot which represented as nearly as possible the conditions of country roads—on Pelham Parkway drive in New York city and had all street lights turned out, then took them riding on the boulevard with and against different degress of illumination, in order to find the answer.

ORDINARY JURY

"It seems that they were like the ordinary jury and could not entirely agree as to what could be seen, and what could not be seen with a certain light, and as to what particular degree of light was blinding. But, at any rate, this bunch of experts who had charge of the test agreed, after the thing was all over, that 800 apparent candle power was the limit to which the human eye could safely be exposed and not cause dangerous glare or dazzle under the conditions of passing a machine on the country road. They also decided that 1,200 candle-power was necessary to meet the requirements of sufficient illumination and that this candle-power must be apparent at 100 feet directly in front of the car, and on a level with headlamps, or practically on a level. Of course this was under atmospheric conditions, as they were then.

Now I am here to tell you the atmosphere was not foggy when they discerned an object 150 in front of the car with 1,200 candle-power, and I want to add right here that they have tried it since several times and decided that 4,800 candle-power was a better minimum as a legal requirement and that 10,000 candle-power should be recommended for practical use. Personally I believe that it should be increased to about 30,000 candle-power. Now get this, if 800 candle-power causes a dangerous glare where it is above the level of the headlamps to the left of the car and it takes 4,800 candle-power practically on a level with the headlamps to properly discern objects on the road, and it is an established fact that a downward movement of the frame of five inches at the rear of a car of 120 inches wheel base and average rear springs will cause an upward movement of the shaft of light; or, in other words, the projected rays or 44 inches in 100 feet, how are you going to set your lamps when the car is empty unless you set them so that none of the projected rays will rise over the 42-inch limit when the car is loaded?

QUESTION OF TILTING

"To my mind the champion bunk of this age is the claim of some people, who say they can sell you some fixed device to put on or in your headlights that will enable you to comply with this kind of a law all the time and give you all the light that you want and need. There is no such thing.

"Now, here is another thing to remember, and that is, it is just as important that the driver of an automobile be able to properly anticipate the road as it is that he enables the driver of an approaching car to do so.

"You ask me how we are going to get around the spring business. The answer is, tilt. That may not mean anything to you, but I have been driving the two-way lights that you can tilt down so that the projected rays are way below the 42-inch line. When you are driving in the city or meeting anyone on the road, you can see perfectly for 100 feet or more in front of your car for the reason that the light that you use in the up-position to see for a quarter of a mile down the road, when there is no one in front of you to glare, is dumped down and spread out on the road and side of the road to the right of you and immediately in front of the car.

JUST "BUNK"

"You say people won't tilt them down when they should? You are wrong. If they leave them up, the other fellow can treat them the same way, while if they turn them down, they know very well they are going to see the road for at least 100 feet in front of them, regardless of what the other fellow fellow does with his lights or what kind of lights he has, because the projected rays from the tilted lights are combating the narrowest wall of atmosphere to a point immediately in front of the car they are driving and then reflect along the road surface, brilliantly illuminating the ground for 100 feet or more, just where illumination is most needed by both drivers at that particular time.

"So it seems to me the answer is, tilt when there is anyone to glare and not tilt when there is no one to glare; then everyone will be happy. In case they haven't got or can't get tilting lights the same result can be obtained with the use of the two sets of lights, where one of which will give adequate illumination for the time at which they are intended and needed.

"I think I have tried them all on cars I have driven, and I wouldn't attempt a cross-country drive for any distance without my car equipped to get the results I have just mentioned, and I never have any trouble with the cops—that is, about my lights."

Motor Car Regulations Published By Council

The following recently issued regulations concerning Motor Vehicles and Motor Traffic in the International Settlement are published by The Municipal Council for general information:

MOTOR CYCLE NUMBER PLATE

From July 1, 1920, it became obligatory for motor cycles to carry a number plate in rear of the machine as well as in front. Licence Condition No. 3 was amended accordingly. (Municipal Notification 2695 of April 1, 1920).

CUT-OUTS

From May 1, 1920, the use of a cut-out or other device providing an open exhaust was prohibited, and the relative Licence Condition was amended accordingly. (Municipal Notification 2713 of April 29, 1920).

PARKING: OBSTRUCTION

To facilitate the control of traffic in the Nanking Road, the following regulations came into force from July 6, 1920.

(1) No vehicles are permitted to remain stationary for extended periods in the section of the Nanking Road between Shantung Road and the Bund.

(2) Temporary standing accommodation is provided in the above section of the Nanking Road for vehicles of persons visiting business permises.

These temporary standing places are marked by means of white lines on the kerbstone, and no vehicle is permitted to stand except where the kerbstone is so marked.

(3) No vehicles are permitted to stand on the south side of the above section of the Nanking Road between the hours of 11.45 a.m. and 12:30 p.m., except on Sunday.

DANGEROUS DRIVING

"Traffic conditions in Shanghai are of an exceedingly complex character. It is therefore the more incumbent on drivers of motor vehicles—the fastest type of vehicle on the streets—to take particular care in observing the Traffic Regulations and in adjusting their speed at all times so as not to endanger life or limb. The public safety must have first consideration, and those who drive in such a manner as to endanger the public safety will be prosecuted with the utmost rigor of the law.

The Council earnestly requests the co-operation of all motor vehicle owners in seeing that this warning be brought to the particular attention of their chauffeurs so that excessive speed and dangerous driving may cease."

PASSING

In Bubbling Well and Nanking Roads, between Mohawk Road and the Bund, a motor vehicle is not allowed to pass another motor vehicle in motion, proceeding in the same direction.

SIGNALS

The following Signals should be used by drivers when necessary for the information of drivers of vehicles behind them and of police on point duty:

I. "I am turning to the right."
Extend the right arm horizontally to the right.

II. "I am turning to the left."
Extended the right arm horizontally to the right, and wave it towards the left across the body.

III. "I am going straight on."
Extend the arm horizontally forward.

IV. "Come on," or "Go past."
Extend the right arm horizontally and wave the hand in a forward direction. In the case of motor vehicles having left hand drives, the left hand or arm must be used.

(Sd) K. J. McEUEN,
Commissioner of Police.

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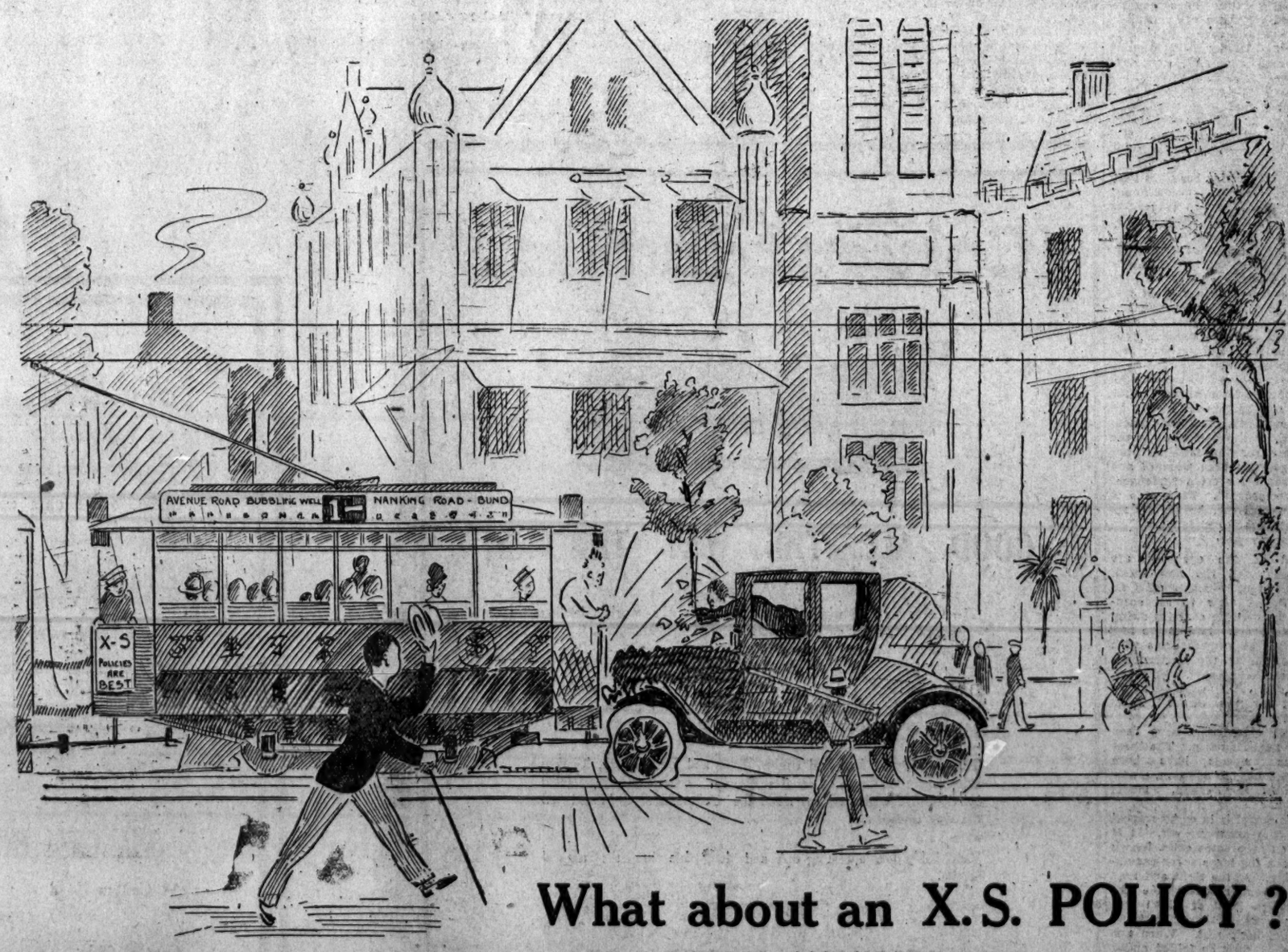


What about an X.S. POLICY ?

China Press Sports

CONDUCTED BY DUDLEY BURROWS

SHANGHAI, SUNDAY, OCTOBER 17, 1920

POTT DEFEATS TANAKA IN 1920 CHAMPIONSHIP TENNIS FINALS

INTERPORT XI DEFEATS REST; ALLISON STARS

Ollerdessen and Piercy Make Fine Start For Afternoon's Winners

MURIEL HITS CENTURY

Allison, Interport All-Rounder, Takes Six Wickets Cheaply, And Rapidly Scores 27

By "Boundary"

The team that is to battle for us at Hongkong next month met The Rest yesterday afternoon on the S.C.C. Ground and ran out winners by just nineteen runs. It is true that after batting first they declared for the loss of only six wickets, and for which they made 248 runs, and it is also true that they were able to get rid of The Rest for 229, and all this goes to show that our representatives are likely to give a good account of themselves in the Southern Colony.

Piercy and Ollerdessen made a capital start for the Interporters. Spencer, who has just arrived back from a trip to Peking and neighborhood, had not handled a bat for weeks, and so it cannot surprise any of us that he found it difficult to get going. With a few evenings at the nets he will undoubtedly be one of our most prolific scorers.

LEACH BATS WELL

Leach hit out in splendid style and his 76 is promising for his side when they get up against Hongkong. It ought to be noted that the side were pitted against the best bowling that we possess. It is a thousand pities that we cannot send trundlers like Billings, O'Hara, and Lanning to attack for Shanghai. The Interport team is pretty certain to make plenty of runs, but they are not possessed of enough good bowlers to keep the other side from scoring.

Allison is a bowler who never seems to tire. Yesterday he bowled 14 overs, and always kept the batsmen on the watch. His six wickets for only 63 runs, on a fairly easy wicket, is distinctly encouraging to the Interport team.

NEED ANOTHER BOWLER

Wainwright and Leach are also capable of getting sides out; but another bowler or two would be a great asset to us, especially as it is rumored that Hongkong is strong in batting.

By the way, Allison, besides having the best bowling average of the day, went in late and hit at so lively a rate that he took 27 from the deliveries of O'Hara and Murphy is so many minutes. He should be a big factor in the victory that we hope is coming to us.

MURIEL'S PERFORMANCE

Everything in the innings of The Rest was dwarfed by the display of Muriel. He went in when Pearson had deserted Hayward with only a single to his credit. Then these fine batsmen collared the bowling and runs came as a rapid rate.

Hayward made his 57 in his usual delightful style, and made everyone feel it a pity that stern business forbade him from accompanying the team to Hongkong.

Muriel continued to hit the leather all over the place after Hayward had departed and his century was tremendously popular with the crowd.

Muriel is a batsman of the forcing type who is always seen at his best when he is up against a big proposition. He did his best to carry the Rest to victory, but a catch by Grimshaw, off Leach's bowling, sent him back to the pavilion with a finely contributed 119 to his credit.

The rest of The Rest could do nothing with Allison's deliveries, and so the ten wickets were all down when another nineteen runs were still needed for victory.

Scores:

INTERPORT XI

A. E. Piercy, c. sub., b. Billings	34
H. B. Ollerdessen, b. Duthoit	41
Rev. C. E. Spencer, c. Robertson, b. Billings	5
D. W. Leach, c. Muriel, b. Murphy	76
F. L. Wainwright, c. Hayward, b. Billings	18
Dr. H. H. Morris, c. Pearson, b. O'Hara	23
C. Brook, not out	13
H. W. Allison, not out	27
R. Grimshaw, did not bat.	
W. J. Hawkings, did not bat.	
V. H. Lanning, did not bat.	
Extras	11
Total for 6 wickets	248

Bowling Analysis

	O.	M.	R.	W.
M. M. Billings	21	1	76	3
W. S. R. Murphy	14	1	72	1

(Continued on Page 2)

Leader Of U.S. Polo Team Soon To Invade Britain

Devereaux Milburn, regarded as America's finest polo player, will be the mainstay of a team which is soon to cross to England for the purpose of re-acquiring the International Challenge Cup which the Britishers "lifted" in 1914.

With Milburn, who plays back, will go Stoddard, playing No. 1; Thomas Hitchcock, Jr., No. 2; and Malcolm Stevenson, No. 3. Milburn is reckoned as one of the most powerful backhand strikers in the polo world.

ST. XAVIER'S SOCCER TEAM BEATS POLICE

First Game Of Season Won By Narrow Margin Of Two Goals To One

In spite of the counter-attractions elsewhere, quite a goodly crowd gathered yesterday to watch the opening soccer game of the season, played between the St. Xavier's and Police teams on the latter's ground. The contest resulted in a win for St. Xavier's by the odd goal in three.

New faces were noticed in both line-ups, the Police being the more conspicuous in this respect. Out of the whole eleven no fewer than six were new-comers on the local field. The St. Xavier's Captain gave a try-out to Silva, Reid and Garry.

Mr. Crookdake whistled the two teams to order right on the stroke of three. The Police had a slight advantage, having the wind in their favor; but in spite of this the ball was kept constantly in their half, with a runaway now and then by the Police forwards.

POLICE SCORE FIRST

The homesters were the first to draw blood. After twenty minutes of play a scramble in front of goal saw Macdonald score with a fast low grounder.

The visitors were by no means disheartened with this reverse; for, with about ten minutes before the interval, Elliott swung the ball to Silva, who in turn sent it to Reid, who started on a run down by himself and, slipping Quayle, scored with a pretty left-footed drive. Breather time arrived with the score one all.

VISITORS' WINNING SCORE

The cross-over saw the visitors, helped a little by the wind, take up the attack and time and again come within an ace of scoring. Their efforts were ultimately rewarded when Gutierrez, the speedy outside right, made a pretty run down, passing both backs, and let go with a fast drive which had the opposing goalie beaten.

From then on the game seemed to slow down, though Quayle tried his hardest to get the team together and tie the score. But all to no avail, for the visiting backs worked like trojans. The finale soon arrived, leaving the Xavierians victors of the day.

ST. XAVIER'S 2nd WINS

A very exciting second-string game was played yesterday between the Saints and the Shanghai Baptist College eleven, on the latter's ground.

In the first half the Saints were very vigorous in their attack; so much so that they scored 4 goals, their opponents being able to answer back with only one.

In the second half the College

(Continued on Page 2)

FLEET SMOKER ON FLAGSHIP A BIG SUCCESS

Many Civilians Attend Festivities On Board "Huron;" Echoes Heard Ashore

Many persons took the trip out to the U.S.S. Huron last evening to see a real old-time smoker on the forecastle of the flag-ship. Festivities started at 8:30 o'clock and the fete was still booming at the time of going to press. Admiral Gleaves was among the interested spectators.

The evening started with the presentation of pennants and medals by Commander C. S. McWhorter, the Executive Officer, to the winners of the boat-racing and track winners of events which were held last Labor Day, while the Huron was at Chefoo. The pennants were of silk, with embroidered lettering, one pennant being ten feet long.

After that the real excitement began. The sampan men, hearing the uproar, started sculling for the beach, and the ricksha men broke for Police Headquarters. In other words, the evening was a "howling" success.

The program presented quite a variety of entertainment, featured by intership boxing contests most of which were drawn affairs, as follows:

Bopp vs. "Dutch" Johnson, Schmohl (H) vs. Kanasda (N. O.), Ladyck (H) vs. Rasmussen (N.O.), Fernandez (H) vs Von Haven (N.O.), Morris—Vaudeville, songs-dances. Expert Tumbler—Brenner, New Orleans. Mr. Ruby Baritone Eolo. Palazza—"Wop" Stories and Songs. Chinese Songbird—from Shanghai. Huron's Quartette. Wilkinson, Shindeler, Yeager, Jones. The Magician—Wentworth, (Shanghai). Duet—Beu and Breuner, (New Orleans).

Boxing.—Koshinski (H) vs Denton, Marine Corps (H) Lattery (H) vs Conners (N.O.).

Official Announcer, A. Weller.

Referee, Mr. Wright.

Charge of Boxers, W. B. Jones.

These smokers are only part of the entertainment furnished aboard ship. The Huron has the latest movies practically every night. At regular intervals, smokers, entertainments, etc., are staged.

Once in a while a "happy hour" tends to break the monotony of routine. Holidays start with boatracing the morning, and baseball and track in the afternoon.

A committee elected by the crew looks after the arrangements and things are kept moving. Each month a nominal contribution is gladly given by each man and it goes a long way.

SPORT AND STAGE

BY DOMINO

TIT FOR TAT

Should the miner deprive us of coal,
A little surprised he would be,
If the grocer with wrath on his soul
Deprived him of sugar and tea;
If the baker refused him his bread,
If the butcher refused him his meat,
And the miner, who's always well fed,
Discovered, he'd nothing to eat.

* * *

The Pitman, who's fond of his pipe,
Would wear a blank look of dismay
If tobacconists dealt him a swipe,
Remarking "no bacca today."
If the publican thundered with ire
"It's no use your coming in here,
Your fiat to me is "No fire"—
And my answer to you is "No beer."

* * *

The world is a sociable spot,
Where, toiling for power or for pelf,
Man has to depend for a lot
On others, as well as himself.
The miner though now a big toff,
Is still only part of the whole,
And if from the others cut off
He wouldn't live long on his coal.

* * *

So here is a lesson for all,
We learn from a piece of black coal,
To get it we dig and we crawl,
And work in the depths of a hole.
Yet when it's released for its job,
It's sunlight will brighten black night,
From winter its terrors will rob,
It tells us "To give is the Right."

* * *

THE BANDMAN COMPANY

The Bandman Company have been playing to big houses all the past week, and all the plays, besides being new to Shanghai, and excellent comedies, have received worthy treatment by our visitors at the Lyceum.

This week the management present three pieces that have already been proclaimed great successes in London. On Tuesday "Sacred and Profane Love" is billed. Thursday that amusing comedy "General Post" is sure to call out a big house. And on Saturday "The Rotters" will be seen for the first time.

* * *

THE LYCEUM THEATER

The great complaint that has been so often expressed, and generally vigorously, about our theater, is that in the winter months it has been so badly heated that the ladies have been unable to wear anything except Arctic furs; that all the dainty creations from Paris and elsewhere have had to be hidden beneath the prosaic heavy coats; and the men have been known to cover spotless shirts with mufflers, or to seek for a little warmth internally in the foyer.

Now all this is being rapidly changed. Playgoers must have noticed that something in the way of construction is going on. It all means that by the end of the present month, and in time to defy the winds that blow from the north, the Lyceum Theater will be the proud possessor of a brand new heating system, which the Club's expert engineer guarantees will keep the building uniformly heated. Those draughts will also be defeated by the various doors being made to shut tight, and whatever crack might have been in them before time, will be beaten by an ample stuffing of the right kind of cloth.

* * *

THE BELLE OF NEW YORK

Rehearsals of "The Belle Of New York" are being held daily and the amateurs hope to present the tuneful comedy about the middle of November. The cast that has been chosen is one of the strongest that the A.D.C. has been able to gather for a long time.

Mrs. O'Hara, who proved so popular in "The Pirates Of Penzance" will play the part originally taken by Miss Edna May. Mrs. Isenman is sure to be a wonderful "Fifi." Mrs. Chris Wingrove and Mrs. Spunt are also in the cast and can be depended upon to please even the most critical of playgoers. D. J. Donne is well cast. Mena Silas will have the chance of proving that he is as funny with a crowd behind him as he is with a piano in front of him.

The chorus is being excellently trained and the A.D.C. production of "The Belle" may be looked forward to with pleasurable anticipation. Mr. Em. Lemiere is producing the show and is bringing all his experience and splendid gifts to make it a great success.

* * *

FUTURE EVENTS

The Bandman Company, when they finish their season here, will travel north, and after playing at Tientsin, Peking and probably Hankow, will be back again to occupy the Lyceum in December. The amateurs hope to get in again with another show about the end of that month, or very early in January. It will take the nature of a pantomime.

Edgar Warick ought to be here with a new light comedy company about the same time. The Denniston Players, who are beating records in India, are due here in February. The new Bandman Opera Company can be expected in May, perhaps before, and Herbert Waring is visiting us with a particularly good company in April. So there are plenty of good things ahead for the playgoer.

* * *

MATHESON LANG

Mr. Matheson Lang and his charming wife Miss Huttin Britton are still remembered by many local lovers of the theater for the splendid portrayals that they gave us some years ago. It was at the Lyceum Theater that Mr. Lang gave his very first production of Shakespeare's "Macbeth," and it was on that occasion that our St. Andrew's Society gave the player a grand reception. He is now winning new fame with his play "The Wandering Jew." I give here the verdict of the critic of The Sunday Chronicle.

* * *

THE WANDERING JEW

Good judges say that the Bible has all the best drama stories. One of the most effective of the four phases into which E. Temple Thurston's new play, "The Wandering Jew" (produced by Matheson Lang in Manchester), is divided, has its basis in the Bible. Mr. Lang, with Misses Hutin Britton and Margaret Damer, are its efficient interpreters. A close competitor is a scene of passion played with tremendous power and realism by Mr. Lang and Miss Lilian McCarthy. This is the purple patch. Compared with the rest of the play it is like a hectic flush on the cheek of a marble goddess.

Not that the later stages are lacking in interest. But they are, on the whole, more theatrical, and, being a little too long-drawn out on the opening night, flagged a bit. Nevertheless, it was a great first night for actor and author. By this ambitious production both have writ their names large in stage history.

With so comprehensive a subject Mr. Thurston could scarcely attempt the conventional "plot," so he portions out the proceedings into four phases. The first occurs at Jerusalem on Crucifixion Day, and deals with the original incident of the mocking of Christ. The second brings us to Antioch in the brave Crusaders' days. The third is at Palermo in the thirteenth century, and the fourth at Seville, when the Inquisition scourge was rampant. In each phase the Jew occurs as the pivot and the episodes are skilfully conceived to carry out the author's purpose—the portrayal of a man's spiritual development

I confess to a feeling of anxiety as to how the Biblical incident would be received, especially when the sacred Cross is seen through a window passing to Calvary. And the passionate item alluded to above, where a lady visits the Unknown Knight (the Jew) in his tent at Antioch, has its moments of nearness. In both instances, by discreet treatment, the thin ice

(Continued on Page 2)

FAMOUS ATHLETE, NOW CHAPLAIN, SPEAKS TODAY

Red-blooded athletes of Shanghai who attend the American Song Services meeting at Masonic Hall, No. 30 The Bund, this afternoon, will have the pleasure of listening to a man of their own ilk.

Lieutenant (Chaplain) M. M. Witherspoon, of the U.S.S. Huron, who is to address the meeting on the subject of "The Measure of a Man," is a football player of national reputation at home, and champion wrestler of the Asiatic Squadron.

Chaplain Witherspoon, while a member of the Washington and Jefferson football team of 1914, was chosen by Walter Camp as one of the two best tackles of the season. He has picked a subject for today which should insure a full house.

There will be other features at the meeting, which begins at 5 o'clock.

"SKIP" TELLS LAWN BOWLS SUM-UP TALE

Expert Reviews 1920 Season In Shanghai And Gives Final Figures

S.L.B.C. HAD CLEAN SCORE

Each Local Club Gleaned Its Victories, However—Prospects For Next Year

By "Skip"

Lawn Bowls for 1920 is dead and will not come to life again until next May.

"Where do Lawn Bowlers go to in the winter time?"

Most of them will be found on the golf links and the others round the billard tables.

Now that the season is over, it is well to glance over the results.

Taking it all round, it has been a very successful season, despite the heavy rains during June and July. Several inter-club matches had to be postponed because of wet weather and some, ultimately, were abandoned altogether.

The Shanghai Lawn Bowls Association is to be congratulated on getting through their program so well. The winner of the Open Singles Championship was G. Dunlop (L. B. C.), the hard working Hon. Sec. of the Association, and the runner-up was G. Manwaring (Recs).

This appears to be the only championship that at present appears to have a roaming commission, travelling from club to club. Last year the winner came from Yangtszepoo (A. McGregor) and this year the Lawn Bowls Club.

THE "STAY-AT-HOMES"

The Pairs and Rinks, however, prefer to remain where they are in their respective homes, where they have been for the past three years. A curious fact about the Pairs Championship is that the winners for the last three seasons have been knocked out in the final the following year by members of the same club.

Thus Malcolm and Bisset won 1918, lost to Taylor and Ferrier 1919, and Taylor and Ferrier lost to McMudro and Aitkenhead 1920, all from Yangtszepoo.

The Rinks' home is the Lawn Bowls Club and the team that won this season is the same that won in 1919, with the exception that Campbell was substituted for Bain. This competition was closely fought throughout but the final was an "easy-money" affair for the past two seasons.

A NEW FEATURE

The "Wallace" Cup competition was a new feature this season and proved both novel and successful, the main idea being that all clubs play away from home at the same time, the teams being drawn. The Lawn Bowls Club were the winners by 44 points and hold the pot for one year.

Shanghai was favored with a visit from Hankow and Hongkong this season, to play Interport games; and, although the locals were successful, some very close games were witnessed.

It will be Shanghai's turn next year to send teams away and it remains to be seen if they will do as well as our visitors of this year.

During the Interporters stay, matches were played every day for 12 days, so that no one can complain of not having had enough. Shanghai beat both Hankow and Hongkong by narrow margins, and Hongkong beat Hankow.

INTER-CLUB MATCHES

The inter-club matches which took the place of the League (now abandoned) finished up much as anticipated. The Lawn Bowls Club won all their games, the Yangtszepoo Club being second, with the Recs third and Junior Golf Club last.

With so many players at disposal, it was only to be expected that the Lawn Bowls Club would have matters their own way, although on two or three occasions the scores were very close, as the results show.

Yangtszepoo was not so successful as in the past, although they can now boast 150 members. But with Wayside Park coming on strong, they should prove a tough proposition next year.

"RECS" ARE IMPROVED

The Recreation Club is the most improved bowling club this season. This is due largely to the great amount of interest infused into the members by Mr. Frank Jones at the beginning of the

(Continued on Page 2)

American Player, With Badly Wrenched Knee, Plays Pluckily And Wins

Tanaka, Sadly Off Game, Loses His Twice-Won Title In Straight Sets—Make-up Of Team For Hongkong Partially Assured

By Dudley Burrows

Displaying a brand of tennis play seldom exhibited in this part of the world, and with a badly wrenched knee for a handicap, Mr. W. S. A. ("Bill") Pott yesterday vanquished Mr. J. Tanaka, two-time champion, in the final round of the 1920 tennis singles, played under the auspices of the Shanghai Lawn Tennis Association.

Pott not only conquered the most-times invincible Japanese wizard of the courts, but he covered himself with additional glory by turning the trick in straight sets, 6-4, 6-4, 6-2. A brilliant throng, numbering in the neighborhood of 500 persons, witnessed the match, which was fought to a popular finish on the splendid "center court" of the Shanghai Country Club.

The St. John's University player filled the minds of the big gallery of spectators by first appearing at the club-house with a decided "list to port," and seeming to make his way with difficulty, even by the use of a stout cane.

Once on the court, however, the stiffness of his "bad" knee, which he strained in his match with Mr. Roberts ten days ago, seemed to yield to popular clamor and his own indomitable will—with the result that he played one of the best games of his career, save only when sudden and desperate demands were made upon the injured member.

TANAKA OFF HIS GAME

Mr. Tanaka, on the other hand, was sadly off his game. Whether it was the crowd, or the unexpected rehabilitation of his opponent, or what—the fact remains that the usually steady Japanese champion was plainly "rattled" from the very beginning of play, and failed to exhibit his best form at any stage of the match.

Instead of electing to try conclusions with Mr. Pott in a strictly back-court exhibition, as was expected, Mr. Tanaka started in to come up to the net—where his volleys were promptly assisinated by Pott, whose splendid passing placements were among the outstanding features of the match.

WONDERFUL JUDGMENT

Pott's judgment of the court-lines, from start to finish, was almost supernatural. Down the sides, over in the corners, along the back-line, sped his lightning shots—ever forcing Tanaka to the top of what was, unfortunately, far from the best game in his tennis-box.

The games which Tanaka was able to take from his opponent were usually lost by Pott, rather than won by the Japanese player. On several occasions an important point was yielded by the American player because his weak knee was not equal to the task of making a quick run to the net or the back-court, in pursuit of an errant lob or measly little "horseshoe lett"—the kind which hit the net and then dribble over, challenging all but the speediest players to get them back.

WEARING HIM DOWN

Meanwhile, though, Pott was steadily wearing his opponent out by magnificent back-court drives, first into one corner and then the other, forcing Tanaka to race madly up and down the service line or take a chance on a journey to the net, where Pott, nine times out of ten, passed him with a beautifully-placed smash down the side.

On the few occasions that Pott had a try at the net game he was about as successful as Tanaka was unlucky. His work overhead was splendidly timed, without being especially deadly, while his cut shots across the sides were almost invariably perfect.

THAT SECOND SET

The best playing of the afternoon came in the set, after Mr Pott had annexed the first by his clean superiority in every department of play. After each player had taken a game Mr. Pott got his placement shots working and annexed three games in quick succession.

Here Mr. Tanaka took a brace and gathered in two games, but he lost the next on Pott's service and, while he took his own, permitted his opponent to run out the set via the love-game route.

Pott took three straight games in the third set before Tanaka could recover from his surprise of the remarkable showing of his "invalid" opponent. The Japanese player then braced and took two straight; but was plainly disheartened and annoyed to such an extent that Pott had little or no trouble in annexing the next two games.

With then went the set, match and championship for 1920. The following is the detailed game and point score of the match.

Point Scores

FIRST SET

	W	L	P	N	O	DF	SA
Pott	4	1	18	9	12	3	1
Tanaka	3	2	4	2	15	0	0

SECOND SET

Pott	3	2	21	11	12	1	1
Tanaka	2	3	7	2	11	1	1

THIRD SET

Pott	3	1	9	6	7	0	0
Tanaka	1	3	4	7	14	1	0

RECAPITULATION

Pott	10	4	48	26	31	4	2
Tanaka	6	8	15	11	40	2	1

Abbreviations: W. won; L, lost; P. Placements; N, nets; O, outs; DF, double faults; SA, services aces.

Games Scores

FIRST SET

Pott	1	1	0	1	0	1	0	0	1	1	—6
Tanaka	0	0	1	0	1	0	1	1	0	0	—4

SECOND SET

Pott	1	0	1	1	1	0	0	1	0	1	—6
Tanaka	0	1	0	0	0	1	1	0	1	0	—4

THIRD SET

Pott	1	1	1	0	0	1	1	1	—6
Tanaka	0	0	0	1	1	0	0	0	—2

RECAPITULATION

Pott	3	2	2	2	1	2	1	2	1	2	—15
Tanaka	0	1	1	1	2	1	2	1	1	0	—10

Umpire: Mr. M. B. Brown.

Linesmen: Messrs. A. H. George, W. P. Roberts, V. A. Sheldon, V. S. Dawson, J. Elmore and A. E. Seddon.

THE HONGKONG TEAM

Four of the five men who will represent Shanghai in the Interport Tennis matches to be played in Hongkong next month have been selected, according to an announcement made yesterday by Mr. A. H. George, Hon. Secy of the S.L.T.A.

The four men thus far decided upon are Messrs. W.S.A. Pott, winner of the 1920 championship singles; Mr. J. Tanaka, runner-up in that event; Mr. R. Carnavarro, winner (with Mr. H. Toussaint) of the 1920 doubles title; and Mr. J. Elmore, a splendid doubles player affiliated with the Cercle Sportif Francaise.

It was hoped, Dame Rumor says, that Mr. Toussaint would complete the Shanghai quintet, but so far he has stated that he would not be able to make the trip to the Crown Colony. The fifth man to be chosen will almost

Open Hard-Court Tennis Tourney Commences Soon

Officials of the Cercle Sportif Francaise (French Club), it was learned yesterday, are prepared to receive entries for an open-to-all, hard-court tennis tournament, to be held under the auspices of that organisation next month.

The tournament will begin on Saturday, November 6, and will be continued on the 7th, 8th, 9th, 10th, 13th and 14th, weather permitting. Mr. J. Elmore stated yesterday that the entry list was open to all Shanghai tennis players, and expressed the hope that there will be a big turnout.

The tournament will consist of both doubles and singles matches, under the present tentative arrangements.

surely be, probably, a doubles player, as it is desired that Mr. Tanaka be held as a "sure-win" singles man.

The Interport match, it is understood, will begin on or about November 13, shortly after the Interport Cricket match shall have been begun, also in Hongkong.

Sport And Sage

(Continued from Page 1)

was negotiated and deep impressions were unmistakably recorded.

* * *

FOOD FOR DISCUSSION

The third phase provides some poignant drama where the Jew's wife leaves him for a convent, and the fourth where he, now an altruistic doctor, is burnt at the stake for heresy and so achieves the welcome death at last, drives home the author's conclusion convincingly, if, as I said, a little theatrically. Still, a successful play must conform to certain laws of supply and demand. Mr. Thurston has a pretty shrewd notion of this.

* * *

BY OSCAR ASCHE

["Chu Chin Chow," entered on the fifth year of its run on August 28.]

"Sarah" is the grey donkey appearing in "Chu Chin Chow." She shares the distinction with three other members of the company of never having missed a single performance—something of the achievement considering that so long ago as October last "Chu Chin Chow" broke the world's record for the longest continuous run of any play.

One day Sarah managed to break loose from her dressing room just outside the stage door. She went for a stroll up West, and we eventually discovered her in custody at the Vine-street police station, where we bailed her out.

Now, I do not know the treatment usually meted out to those who are detained at Vine-street, but the police must have treated Sarah with the utmost consideration; for, if ever she is missing now, we always know where to find her—at Vine-street. No such an "ass" after all it would seem.

In the bazaar scene one of the girl sellers—Miss Stephanie Deste may be noticed with a snake curled up on her shoulder. She became so attached to her pet that she used to take it home with her at night so that she could attend to it herself. One night, however, the reptile disappeared and in spite of diligent search could not be discovered.

About six weeks afterwards a startling headline appeared in one of the evening papers, "Snake in Tottenham Court-road," it ran and the report went on to describe the capture of the snake by a local butcher.

Miss Deste was certain that the snake—according to the description given—was the one she had lost, although Tottenham Court-road is some distance from her home. So she went to the butcher, only to find she had been forestalled by a naturalist, who had identified and claimed the snake as his. Not satisfied even then, the persevering girl made application to the police, and eventually the snake made its appearance in court.

It took absolutely no notice of the man who had claimed it, but immediately Miss Deste took it climbed up her arm, and coiled itself on her shoulder just as it does in the play. In these circumstances the magistrate, exercising Solomonic wisdom, ordered that the snake should be handed over to Miss Deste, who still lavishes her affections upon her weird pet.

Revolver Shoot Nears Its Close

The second annual .45 cal revolver and pistol championship competition of the Shanghai Miniature Rifle and Revolver Club, which is open to all comers, will close on Monday evening November 1. This is an excellent opportunity for all persons who are armed with this weapon to put in some useful practice, as they are allowed to provide their own weapons and ammunition.

The following were the 7 higher scores made in 1919 competition:

	15 yds.	20 yds.	25 yds.	Total
Paymaster, E. H. Cope (U.S.N.)	98	88	81	267
T. Freeman	91	88	87	266
F. T. Smith	92	84	89	265
R. K. Hykes	90	90	85	265
C. N. de Trafford	92	89	79	260
Mrs. J. E. Hargreaves	89	91	77	257
Miss L. Negus	88	85	79	252

Highest possible score ... 300
Number of entrants, 16.

CARPENTIER AGED 26

Thanks to a contributor, Mr. M. Rollin, of the Banque Industrielle de Chine, it is possible for THE CHINA PRESS to state today that the correct age of Georges Carpentier, the French light-heavyweight, is 26 years.

"He was of the recruiting class of 1914," writes M. Rollin, "which means that he was born in 1894."

Another correspondent recently inquired as to the correct age of the famous fighter.

INDOOR SPORTS By Tad

OH MOTHER- POPSIE LOOKS SO HAPPY— HE'D BETTER GO TO THE MOVIES ALONE AND LET HIM STAY AT HOME
YES - HE'S SMILING - PROBABLY THINKING OF HIS SCHOOL DAYS AND THE OLD SWIMMING HOLE
INDOOR SPORTS
HAVING A SWEET DREAM WHILE THE WOMEN FOLK DISCUSS TAKING YOU OUT TO THE MOVIES.
TAD 9.9

Hints To Golfers

Sinners on the golf links are a thoroughly bad lot, and the trouble is that it's difficult to know what to do with them. Other sinners can get it in the neck and very often do. Lots of them spend useful periods in a penitentiary, and when they come out they are frequently cured, and then missionaries and others can take a grip of unbelievers and convert them, but when it comes to the man who breaks all the commandments concerning golf it's not half so easy.

Unfortunately they can't be put in jail, which would be the best place for them, and there are no golf missionaries to lead them into proper paths. More's the pity, and the suggestion might be offered to the Shanghai Golf Club that about this time every year they should hold a kind of compulsory church parade and listen to a sermon on golfing sins.

Yes, it would be a great idea. The President might lead the singing with the Committee as choir, and there would be a nice gentle talk from the Captain: while the Secretary would of course, take up the collection and doubtless a few home truths would get really home to the people who need them. This idea is offered free, and no charge will be made to the Golf Club if they adopt it.

THINGS PRETTY BAD

Things are, without any question, pretty bad in some ways out here. It's only a few years ago since Kiangwan was a howling wilderness, and there's every chance that it will someday be bare of turf if things go on as they are now doing. People make mighty swipes at the ball and when they don't hit it they hit the world, and take a great chunk out of the turf.

It's good turf, mind you, but it has one peculiarity. It disintegrates as soon as it gets a chance, lift a few square inches up and it shreds away—vanishes.

Now the trouble is that the fellow who has done the damage is usually desperately keen on his game; he's away after that ball quicker than Father ever sought Dinty Moore's. And there's a great nasty hole left, and ten to one somebody in for the championship is going to find himself there and is going to lose a valuable stroke.

Now, this isn't fair. People who go in for championships don't as a rule have strokes to throw away, and here's an extra penalty against him. It's worse than asking a Scotsman to accept prohibition. Of course, when you play your next round you may be in it yourself, and then perhaps you'll learn. If you don't, then quit. Give up golf and take to stock-broking.

DIFFERENT HERE

Of course, if you are a real golfer these things won't happen. You may, of course, take a piece of turf, and as you can't replace it you naturally press down the sides of the gap you have made and see that the surface is smoothed.

If, on the contrary, you are only trying to be a golfer—and there are many who never get any further you have simply got to force yourself to remember the damage you have done. You want to be after that ball, naturally, but there's a duty to be done, and your motto must be "Do it now."

Best of all, of course, you will try to leave the turf alone, and give the ball full benefit of your skill—or lack of it. It's perfectly amazing what you can do without levying a kind of preferential tax upon the grass. Have a try.

A KIND OF PLAGUE

These chaps who go digging drains in the course are only one kind of plague. There are others who need just as much to go and pray in that golfing church we were talking about. See them scramble over bunkers. Perhaps they think they're back at Chateau-Thierry again, and are doing their bit in capturing trenches.

Not so. The only high explosive they're likely to get here is the stuff the committee can produce. It wasn't just an easy matter to bring Kiangwan into a condition such as it is today, and when these husky guys get busy with the bunkers—strolling up one side and down the other—it's helping to break up the course.

A writer in a contemporary publication was complaining about conversational golf. He was quite right. A fellow has no business to be shouting to another man 300 yards away. Why, there's almost certain to be one of the boys who's got a six-foot putt for a half, and he's already sweating blood. Then, just as he kids himself he's got the right direction and the strength of the green, some brute hollers out some pitiable inanity and that putt has gone west.

Soctsmen always claim the credit of inventing golf and that's probably why they are a dour, silent race. Of course they brighten up a bit at the 19th hole; but they are quite right in preserving a strict silence the rest of the time. It's one of their most admirable qualities, and an example to the rest of the world.

Yes, a lot of people in Shanghai need to be taught much about golf, and the sooner they learn it the better. Still there's no need to despair.

If people will keep on reading this sort of thing, and get a copy of the rules, and, when in doubt, get the opinion of an old golfer, they will make wonderful progress.

Hughey Jennings Quits 'Tigers'

Hughey ("Ee-yah!") Jennings, for many years manager of the Detroit (American League) baseball team, has tendered his resignation, according to a despatch received by the U. S. Naval radio station in Shanghai yesterday.

No reason is given for Jennings' apparently sudden determination to leave the ranks of organised baseball, where he has been a prominent figure for upwards of fifteen years, first as a player and later as successful manager of the "Tigers."

His successor, it appears, has not yet been chosen.

When Man o' War Wins Race, Tilden Follows Suit At Net

Philadelphia, Sept. 15.—Is there a special heaven that rules both tennis players and those who follow racing? William T. Tilden, 2d, of Philadelphia thinks so. The world's champion of tennis believes that in some mysterious manner his personal fortune in the game which he has made his own are peculiarly bound up with those of Man o' War. Tilden points out that on the days he won his titles in England and at Forest Hills Man o' War also won his races. A peculiar thing was that after last Saturday's match between Tilden and Johnston, Tilden called up to find out if Man o' War had run that day. He had and he had won. 'Twas funny, wasn't it?

Athletic "Form" Runs True During Season; Examples Are Numerous

Whether In Men Or Horses, Logical Favorites" Came Through In Fine Shape During 1920, Says N.Y. Tribune Expert

By Grantland Rice

Have you taken time to note how true form has run this season through the various vicissitudes of sport? It is generally taken for granted that the best man always wins, but the best man over the long route doesn't always win over the short one, where fate or fortune may play a leading role.

In England early in the year it was generally admitted that George Duncan and Abe Mitchell were the two best golfers in the British Empire. Duncan won and Mitchell finished close up.

In the American open it also was admitted that Ray and Vardon were the two who had to be feared. Ray won and Vardon tied for second place.

Form ran true at Wimbledon when Bill Tilden conquered Gerald Patterson, and later on at Forest Hills the chart remained constant when Tilden and Johnston reached the final round—and when the conqueror at Wimbledon finally finished on top.

The same held true in the recent amateur golf championship. The three greatest golfers in the field were conceded to be Francis Ouimet, Chick Evans and Bobby Jones.

Jones reached the semi-final round, one of the last four survivors, while Ouimet and Evans moved on to the final test. Of the 228 who started out to try to qualify, they were the two sole survivors with the other 226 in the discard.

Credit for part of this belongs to fate. They might have been drawn together early, as they were at Oakmont. And, in his second match, Evans had to call upon a miracle to escape destruction and dissolution.

He was 1 down and 1 to play. At the final hole he was in a trap on his drive—in the trees on his second and far short of the green with his opponent only a few beyond the cup in two.

And yet this was the hole that Evans had to win to stay in the tournament. He won it with two spectacular shots in succession, and thereby kept form going when he finally pulled through on the forty-first green.

Form and "Babe" also joined hands on the baseball diamond this season. Ruth had twenty-nine home runs last year, but this season he double that figure.

They walked him and passed him at every chance—you might even say passed him and walked him—but he moved along the even tenor of his home-run way with never a falter.

Dempsey also has proved that, as a hard hitter, he was no part of a fluke. Miske's battered ribs are eloquent testimony to this fact. And so it happens that 1920 has found the stars where they belong—which doesn't always happen.

Cobb hasn't held his place at the top, but an accident to his knee killed his last chance, and when Cobb slipped it was Sisler, Speaker and Jackson, the favorites, who stepped in to fight out the batting supremacy.

CONCERNING THE REDS

It might be suggested that the Reds did not repeat. But, for that matter, no ball club has won the championship twice in succession for a good many years—not since the Giants turned the trick in 1911, 1912 and 1913.

It has been a seesaw, scattered affair ever since, with six different clubs winning through six different years, proving that no one machine has reached the predominating heights held by the old Cubs, the old Giants and the old Athletics.

And form, in an organisation, can't run as true as form in an individual. There are too many who might be affected by the various odds and ends of destiny working at top speed.

The Chinese Benevolent Association

271-6 Boulevard des Deux Republiques

Benevolent Fund Ticket

First Prize $50,000.00

Issued under the authorisation of the Government of the Republic of China on the 8th July, 1918.

To be drawn among 30,000 successive numbers in full view of the public in Shanghai, China, on October 16, 1920.

One tenth of each ticket will be sold at $0.60, the proceeds of which after payment of prizes, charges, etc., will be divided between the Famine Relief Fund and the Benevolent Institutions. The Association reserves to itself the right to allocate the proceeds to the above objects; if any of the tickets are unsold on date of drawing, proportional reduction in the allocation will be made.

Price for Whole Tickets: $6.00

Tickets may be obtained from all dealers.

All prizes won locally will be given at The Chinese Benevolent Association (271-6, Boulevard des Deux Republiques, Shanghai); if abroad, will be paid at the Branch Offices of The Bank of China elsewhere.

The Chinese Benevolent Association

32241

"SKIP" TELLS LAWN BOWLS SUM-UP TALE

(Continued from Page 1)

season. Members of the Club who had never previously handled a wood took up the game and did so well that the Club was able, at one time, to put six rinks in the field at once.

Compared with previous seasons this augurs well for the future, especially if the talk about greens becomes an accomplished fact.

J. G. C. WAS UNLUCKY

The Junior Golf Club, undoubtedly playing on the best green in town, is up against it. Their membership at any time is not large, but this season so many players were away on home leave that they had the hardest possible job to raise four rinks.

Even then they did remarkably well in defeating the Recs and Yangtszepoo on one occasion each. It is to be hoped they will be in a better position next season, and that the stronger clubs will not encourage every new players to join their ranks, but help to develop a spread-over policy, in order to make the inter-club matches more interesting.

MARINES LOST TWO

The annual two matches between the Lawn Bowls Club and the Marine Engineers Institute was played as usual, but resulted disastrously for the latter on both occasions, the Lawn Bowls Club winning by 30 points in each match.

The results with the margin of points dividing the teams of all the inter-club matches are as follows:

LAWN BOWLS CLUB

(Played nine matches and won all.)

Vs Yangtszepoo	won	17 points
Vs "	"	13 points
Vs "	"	24 points
Vs "	"	2 points
Vs Recreation Club	won	14 points

points.
vs. Recreation Club 20
" Recreation Club 38
" Junior Golf Club 11
" Junior Golf Club 34
Points: 173 points, up.

YANGTSZEPOO BOWLS CLUB

(Played nine, won three and lost six).

points.
vs. Lawn Bowls Club lost .. 17
" Lawn Bowls Club lost .. 13
" Lawn Bowls Club lost .. 24
" Lawn Bowls Club lost ... 2
" Recreation Club lost 28
" Recreation Club won ... 21
" Junior Golf Club won .. 13
" Junior Golf Club lost .. 4
" Junior Golf Club won .. 9
Points: 45 points down.

RECREATION CLUB

(Played 8 matches, won three lost five).

points.
vs. Lawn Bowls Club lost .. 11
" Lawn Bowls Club lost .. 34
" Lawn Bowls Club won .. 23
" Yangtszepoo Club lost .. 21
" Junior Golf Club won .. 2
" Junior Golf Club lost .. 26
" Junior Golf Club won .. 26
Points: 53 points, down.

JUNIOR GOLF CLUB

(Played 8 matches, won two and lost six).

points.
vs. Lawn Bowls Club lost .. 11
" Lawn Bowls Club lost .. 34
" Yangtszepoo Club lost .. 13
" Yangtszepoo Club won .. 4
" Yangtszepoo Club lost .. 9
" Recreation Club lost 2
" Recreation Club won 26
" Recreation Club lost 36
Points: 73 points, down.

More Entry Time For Billiardists

"Doc" Morris, promoter of the open billiard tournament to be held shortly in the rooms of the Palace Hotel, announced last night that he had decided to extend the entry time for intending contestants until Wednesday evening next, at six o'clock.

The tournament is the first of many which will undoubtedly be held in Shanghai throughout the winter season, and a good turnout is desirable, in order that the handicappers may secure a line on the respective ability of the contestants.

All of the entry fees—$2 per player—will be devoted to the purchase of prizes for the tournament winners.

St. Xavier's Soccer Team Beats Police

(Continued from Page 1)

forward combination was beautiful, especially their left-wing man. The Saints halves and backs were very strong in this period, however, and when the final whistle was blown the score showed a win for the Saints by 9 goals to 6.

The goal scorers for the Saints were Kellner 3, Collaco and Aldeguer 2 each Favacho and Macdonald 1 each.

Sports Calendar

(Please send all dates of coming events in the sports world to us, in order that the public may be informed).

WEDNESDAY, OCT. 20th

Boxing—Dempsey vs. Brennan, 15 rounds, New York City.

FRID., SAT., OCT. 22-23

Regatta—Rowing Regatta at Henli.

SATURDAY, OCT. 30th

Racing—International Racing Club, Kiangwan. St. Leger Stake.

Athletic Meet—Under auspices Police Athletic Club, Recreation Grounds.

INTERPORT XI DEFEATS REST

(Continued from Page 1)

B. W. Duthoit	7	0	38	1
Dr. W. E. O'Hara	13	2	51	1

THE REST

A. W. Hayward, b. Lanning	57
T. M. Pearson, b. Allison	1
H. E. Muriel, c. Grimshaw, b. Leach	119
J. Robertson, c. Leach, b. Morris	14
Dr. W. E. O'Hara, b. Allison	13
A. H. Leslie, c. and b. Leach	5
S. M. Billings, b. Allison	2
E. G. Barnes, b. Allison	0
J. R. Harder, b. Allison	3
B. W. Duthoit, c. Morris, b. Allison	4
W. G. R. Murphy, not out	1
Extras	10
Total	229

Bowling Analysis

	O.	M.	R.	W.
H. W. Allison	14.4	1	63	6
F. L. Wainwright	7	1	24	0
V. H. Lanning	7	0	40	1
D. W. Leach	9	1	29	2
R. Grimshaw	6	0	28	0
Dr. H. Morris	4	0	25	1

MARTIN'S APIOL & STEEL PILLS for Ladies

A French Remedy for all Irregularities. Those ladies of Ladies keep a box of Martin's Pills in the house, as that on the first day of any irregularity of the system a timely dose may be administered. Those who use them recommend them. Beware their counterfeits. At all Chemists and Stores or post free 5/- from MARTIN, Chemist, SOUTHAMPTON, ENG.

Refracting and Manufacturing Optician

Dr. John Goddard

Toric Lenses

Invisible Bifocals

Sun Glasses in Various Shades

W. T. Findley, M.D.

36 Nanking Road, Tel. 1928

Westminster Tobacco Co. Ltd. Shanghai

GREEN JADE Cigarettes

Imported from England

The same superlative quality as other well known brands manufactured by Westminster Tobacco Co. Ltd.

Also obtainable in packets of ten cigarettes..

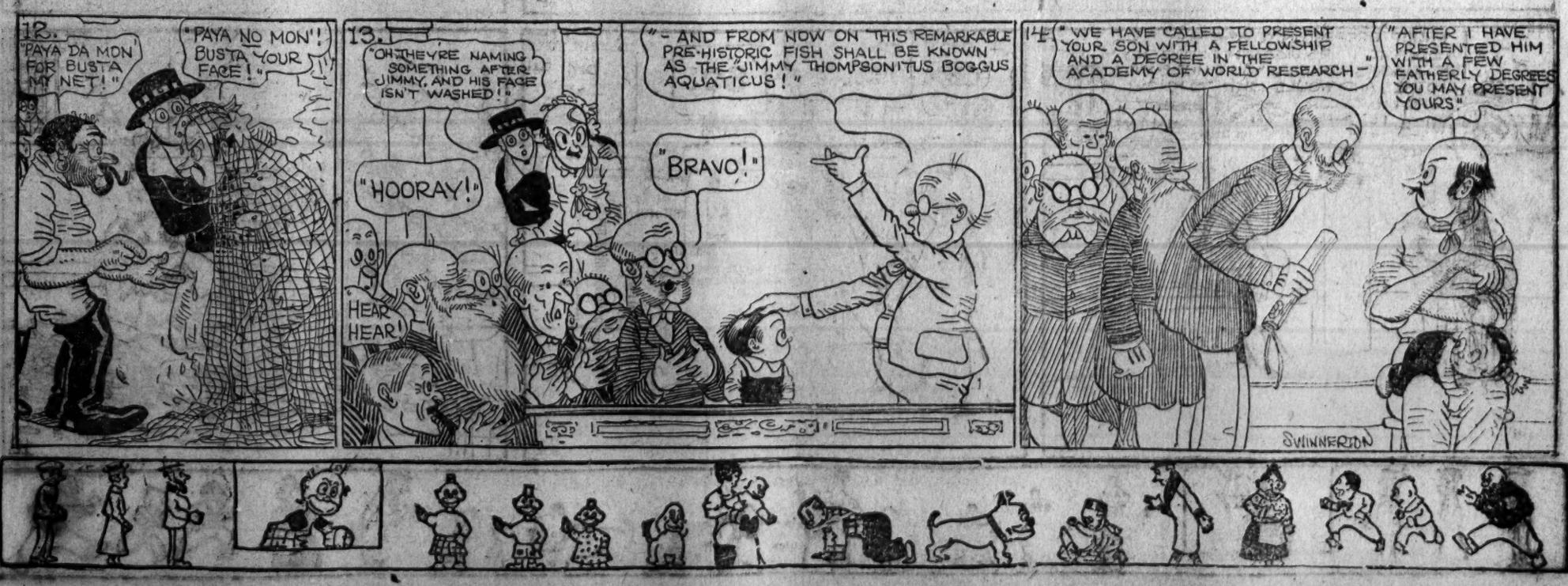
Comic Picture Section

Sunday, October 17th, 1920

Little Jimmy

1.
"JIMMY, WATCH PAPA GET A FINE BIG BAG FULL OF THESE MUSSELS FOR OUR——"
2.
3.
"HURRY, JIMMY! I CANT GET OUT. RUN FOR HELP!"
4.
5.
"ITS NO USE. I CANT REACH THE PLACE!"

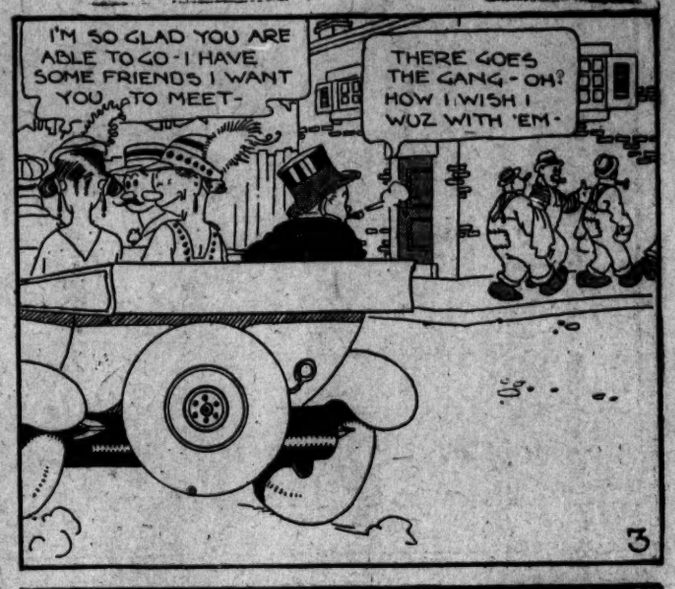
6.
"YOU ARE GOING TO SPEAK-BUT DON'T! YOU MIGHT DISTURB MY THOUGHT PROCESSES - I'VE AN IDEA - LISTEN!"
7.
8.
"WONDERFUL! STUPENDOUS! IT IS THE PETRIFIED PREHISTORIC GILFILTERTROUT!"
9.
"OUR NAMES WILL GO DOWN TO GLORY SIDE BY SIDE! THE SCIENTIFIC WORLD WILL STAND AGAPE AT THIS DAYS DISCOVERY!"

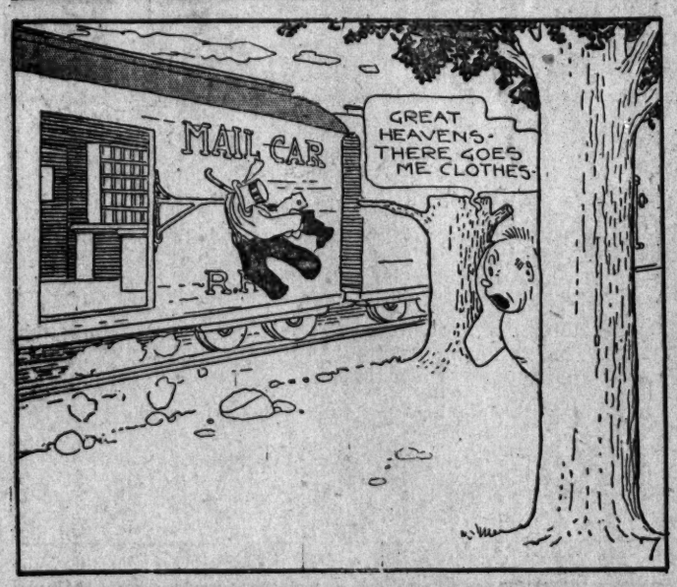

12.
"PAYA DA MON' FOR BUSTA MY NET!"
"PAYA NO MON'! BUSTA YOUR FACE!"
13.
"OH THEY'RE NAMING SOMETHING AFTER JIMMY, AND HIS FACE ISN'T WASHED!"
"HOORAY!"
HEAR HEAR!
"- AND FROM NOW ON THIS REMARKABLE PRE-HISTORIC FISH SHALL BE KNOWN AS THE 'JIMMY THOMPSONITUS BOGGUS AQUATICUS!"
"BRAVO!"
14.
"WE HAVE CALLED TO PRESENT YOUR SON WITH A FELLOWSHIP AND A DEGREE IN THE ACADEMY OF WORLD RESEARCH -"
"AFTER I HAVE PRESENTED HIM WITH A FEW FATHERLY DEGREES YOU MAY PRESENT YOURS."
SWINNERTON

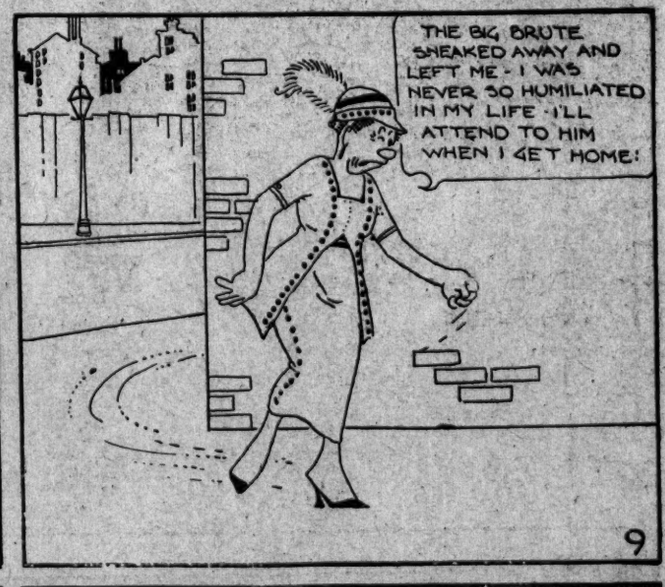
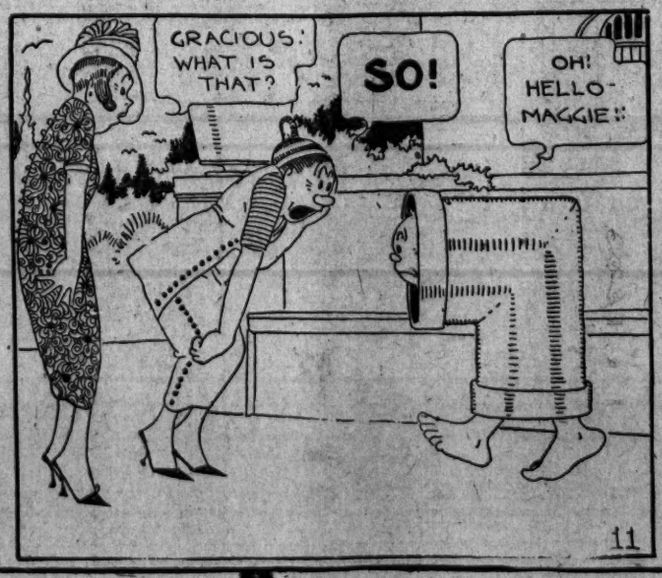
Bringing Up Father

LET'S TAKE A SWIM TO-MORROW DOWN BY THE OLD CREEK - DO YOU REMEMBER WHEN WE WUZ KIDS"
DO I - IT SEEMS ONLY YESTERDAY THAT I GOT A LICKIN' FER GOIN' SWIMMIN' IN THERE
BY GOLLY - I HAVEN'T BEEN THERE IN YEARS
1

MAGGIE-DARLIN- THE BOYS ARE ALL GONNA TAKE A SWIM AN' I TOLD 'EM I'D JOIN THEM!!
WHAT DO I CARE WHAT YOU TOLD THEM? MR. AND MRS. SIPPI ARE GOING TO TAKE US TO A LAWN PARTY TO-MORROW!
2







I JUST DROPPED IN TO ASK YOU A QUESTION - MRS. JIGGS - MY HUSBAND HAS ALWAYS ADMIRED YOUR HUSBAND'S CLOTHES AND WOULD LIKE TO KNOW WHO HIS TAILOR IS!
REALLY!
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